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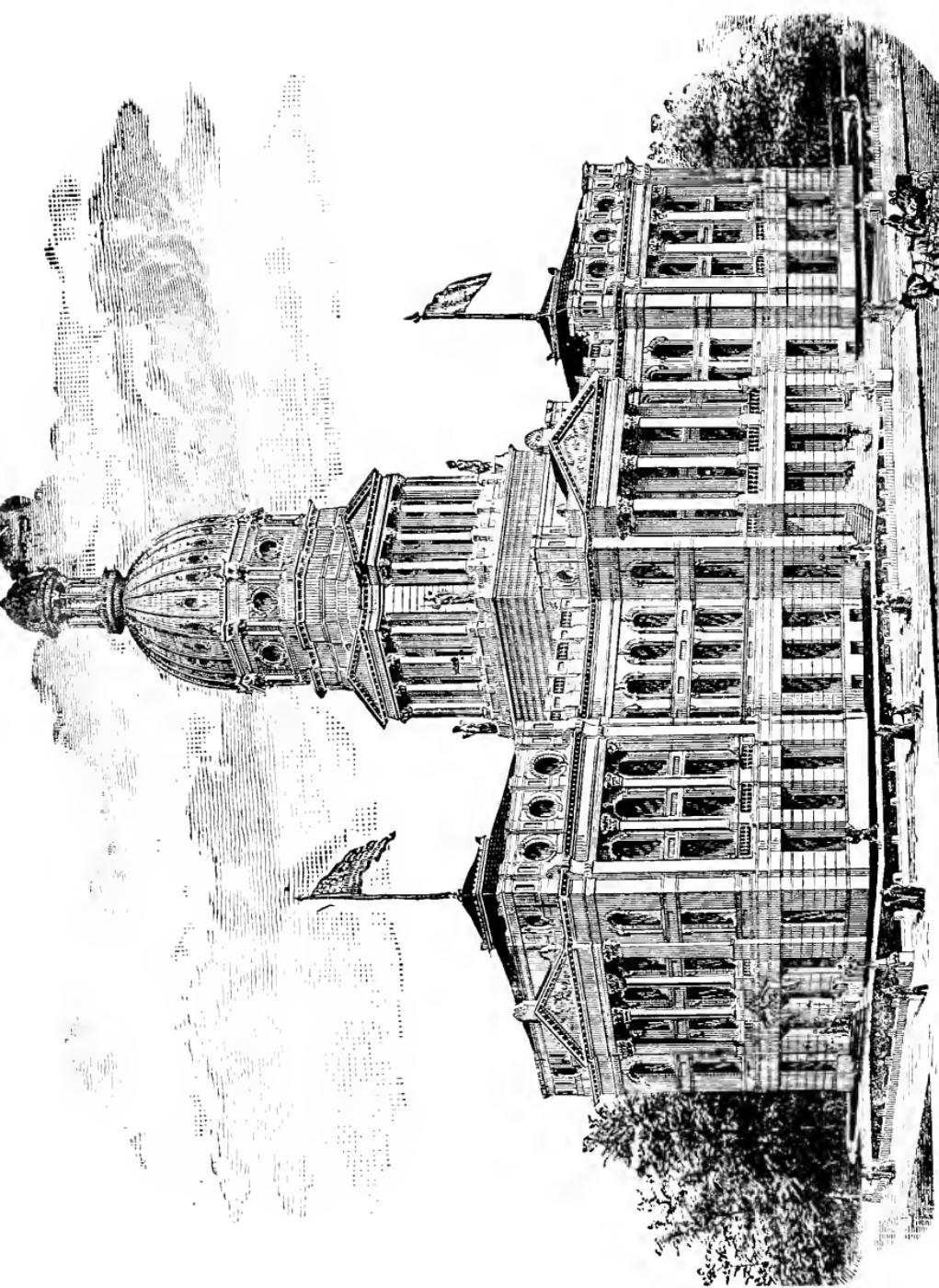
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Lincoln Illustrated and Lincoln's



Growth



Lincoln, Neb. Feb. 1st 1887.

LINCOLN ILLUSTRATED

AND

LINCOLN'S GROWTH,

PUBLISHED UNDER THE AUSPICES OF THE

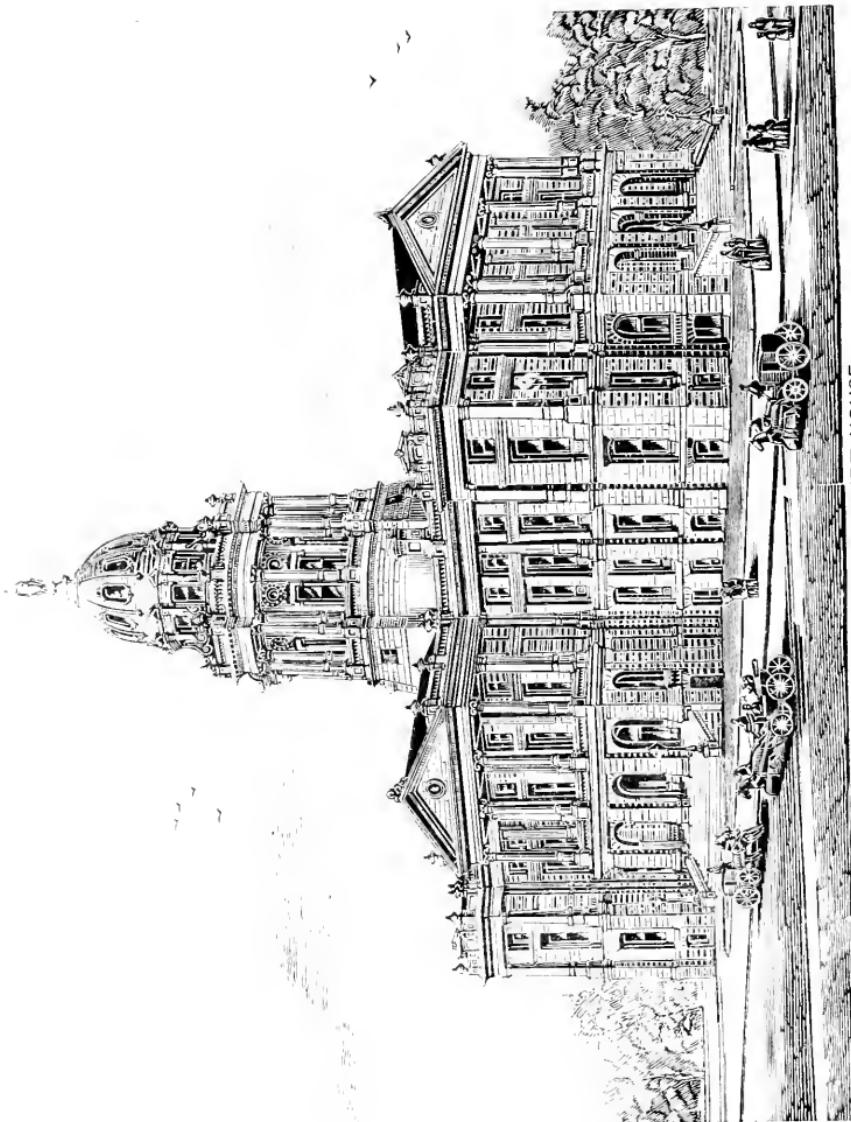
LINCOLN BOARD OF TRADE.

A BRIEF DESCRIPTION OF THE GROWTH OF LINCOLN, WITH ILLUSTRATIONS OF SOME OF THE PROMINENT BUILDINGS,
PUBLIC AND PRIVATE.

L. E. FITCH & CO., PUBLISHERS,

131 North Eleventh St., LINCOLN, NEB.

LINCOLN, NEB.:
JOURNAL COMPANY, STATE PRINTERS.
1887.



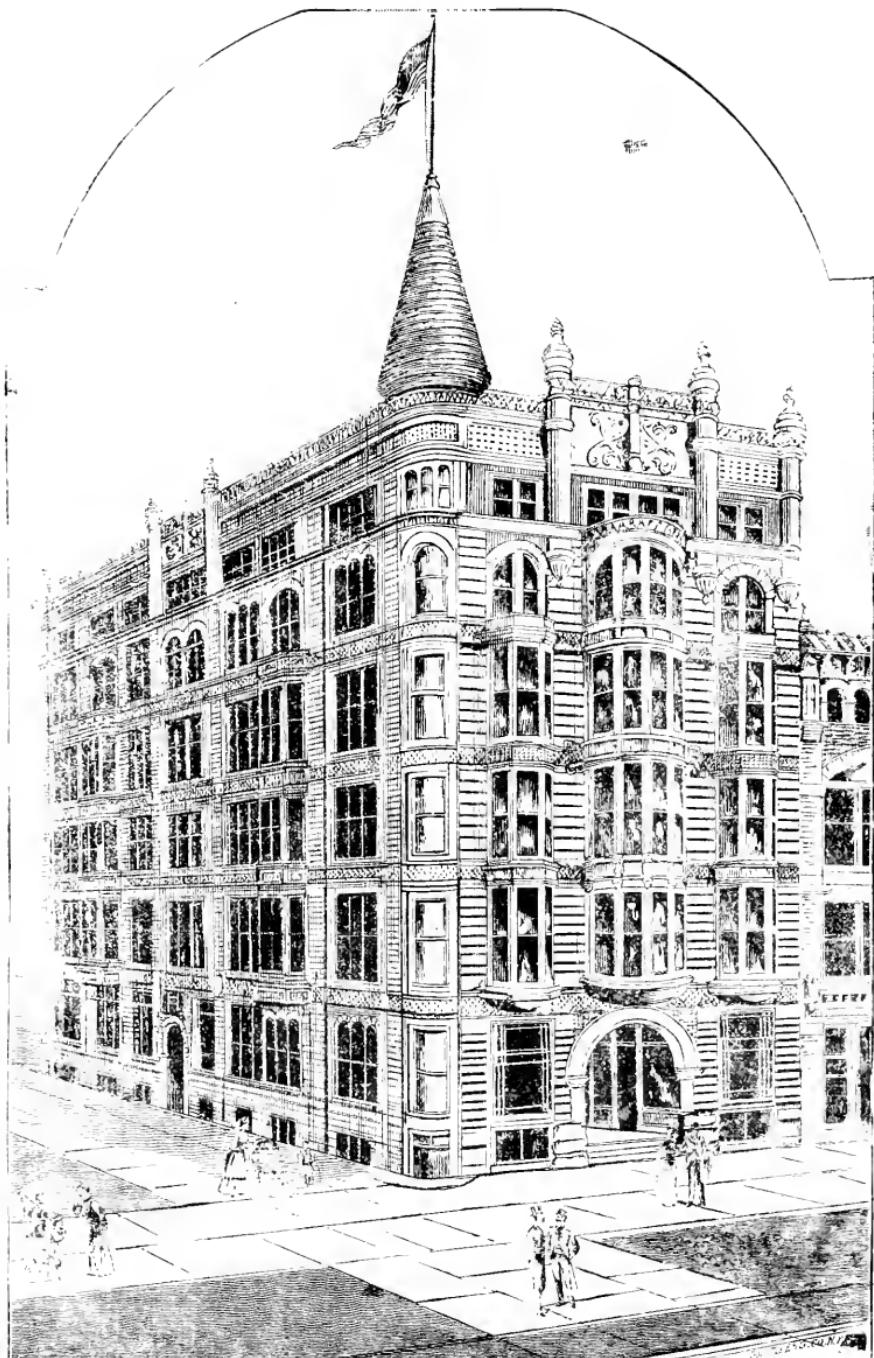
LANCASter COUNTY COURT HOUSE

INTRODUCTION.

The Board of Trade, in issuing this publication setting forth the natural and acquired advantages of the capital city of Nebraska, recognize the fact that a plain statement of truths, in conservative and temperate language, will best subserve the objects sought after. The intention is to control the good opinion and secure the confidence of the reader. The final effect of colored misstatements is well understood: while they attract in the beginning they fall with scorn before the scrutinizing eyes of investigation in the end.

With a determination not to deceive, realizing the great force of truth, desirous of securing to our city additional elements of prosperity, and believing that we possess more than ordinary facilities for building up a great commercial center, we have deemed it prudent and advisable to adopt this medium of inviting capitalists and men of means seeking residence or business location to come and examine for themselves the opportunities herein presented for the employment of capital. It will be the duty, as well as the pleasure, of this Board to afford every facility to investors and business seekers for a practical examination of the advantages claimed for Lincoln as a residence, business, and manufacturing city.

It is the duty of the Board to collect and impart reliable information, such as those desiring locations will seek for and require before investing, and they therefore request a clear, personal scrutiny and consideration of subjoined statements, together with a careful and impartial examination on the ground to either verify or condemn what herein appears. The management of the Board will be satisfied with whatever result may come from such an examination. It cannot be too rigid or too extensive; only let it be conducted upon practical business principles, and let the conclusion be fair and truthful.



BURRS' BLOCK, Cor. O and Twelfth Sts.

LINCOLN, NEBRASKA.



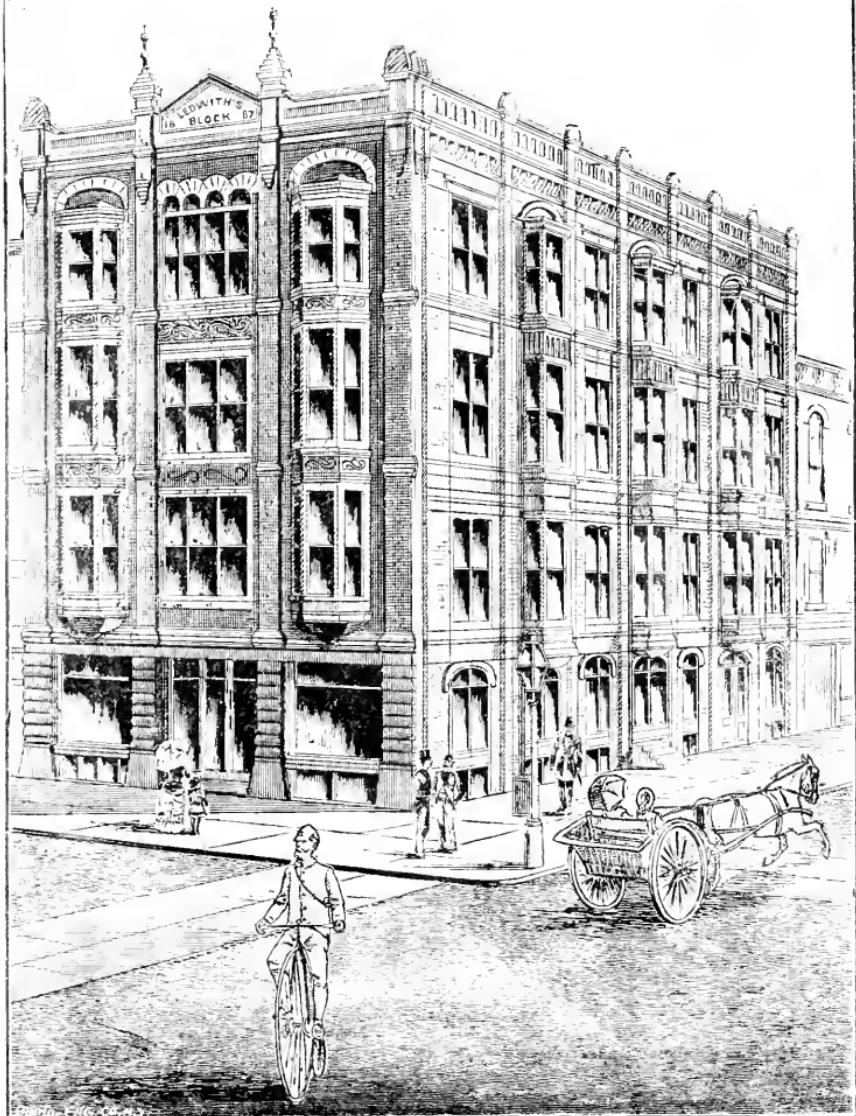
EARLY SETTLERS OF LINCOLN.

THE first settlement made in this vicinity was during the summer of 1857. W. I. Donovan, a steamboat captain, afterwards a prominent citizen of the state, first broke the sleep of centuries, by building a cabin within the present city limits. Thereafter an occasional pioneer wandered into this almost untenanted territory and staked out his claim, unloaded his scanty supply of worldly goods, and went to work with a will to rear a home. Thus the

country was slowly inhabited and gradually developed, under many difficulties, and amidst surrounding doubts and uncertainties the town of Lancaster (afterwards Lincoln) was laid out and proclaimed to the world in the stormy year of 1863.

TWENTY YEARS AGO.

The proclamation announcing the state of Nebraska was issued by President Andrew Johnson in March, 1867. The capital was then located at Omaha, but the question was being strongly agitated of making a change from that place to a more natural and accessible point, and soon resulted in the passage of a bill by the special session of the legislature called soon after the president's announcement, entitled, "An act to provide for the location of the seat of government of the state of Nebraska, and for the erection of public buildings thereat." The act also provided for a commission to select and locate the site, and named certain conditions that should partially control their actions. Thus constituted and equipped, they started to canvass the broad and sparsely settled prairies of the new state, to select a place to found a future capital city and a metropolis. They visited and considered several points that presented their advantages and aspired to the distinction, but after careful and due deliberation they unanimously



LEDWITH BLOCK. Cor Eleventh and P Sts.

chose the town-site of Lancaster, and the quiet and obscure little village of the plains lost its identity in the future city of Lincoln.

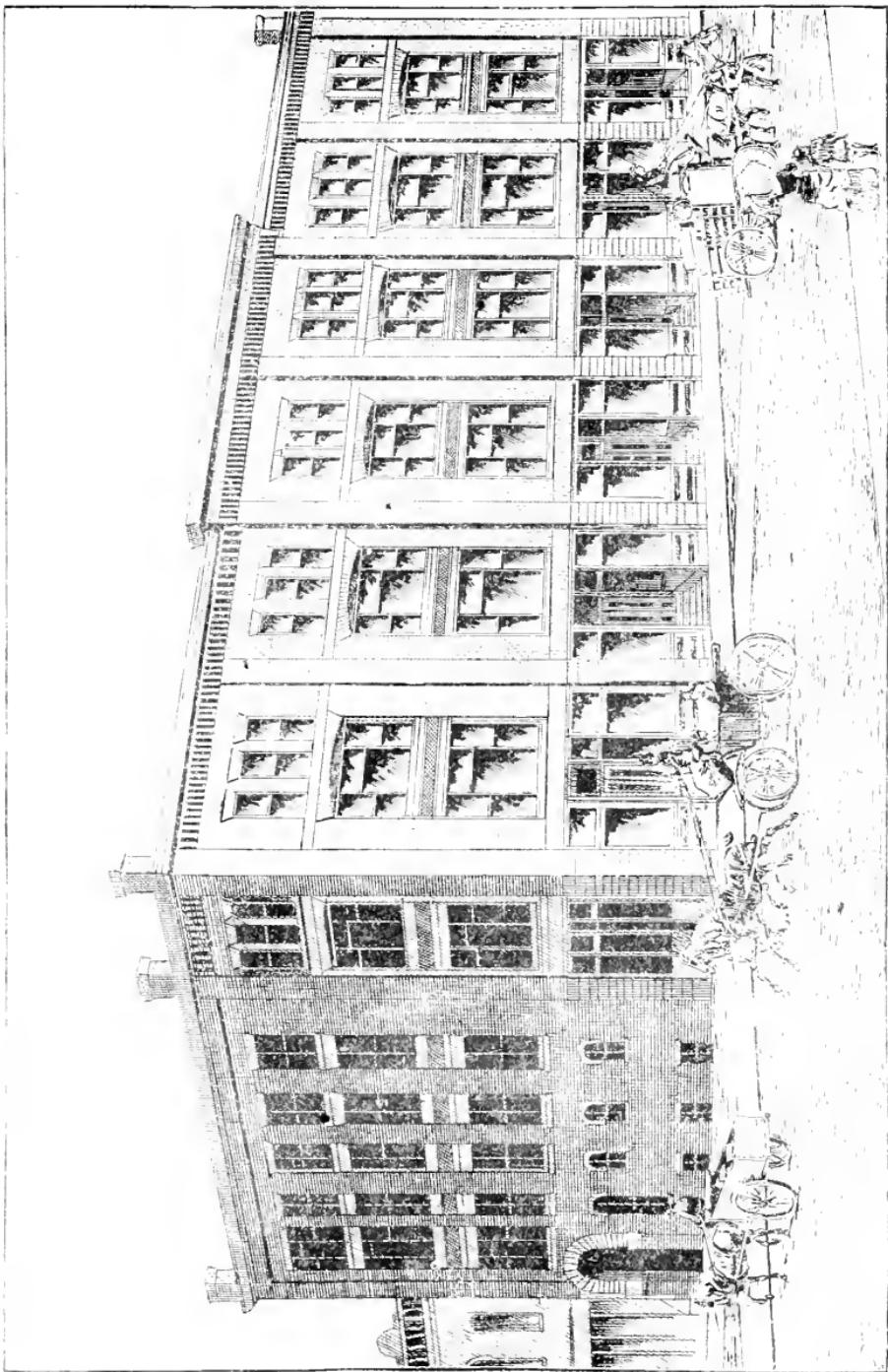
THE CENTRAL LOCATION.

The present location of our capital city was chosen from physical causes, and is referred to by the commission in their report in the following words: "We found a gently-undulating surface, its principal elevation being near the center of the proposed new site, the village already established being in the midst of a thrifty and considerable agricultural population, rock, timber, and water-power being available within short distances, the center of the great saline region within two miles; and, in addition to all other claims, the special advantage was that its location was at the center of a circle of about one hundred and ten miles in diameter, along or near the circumference of which are—the Kansas state line, directly south, the important towns of Pawnee City, Nebraska City, Plattsburgh, Omaha, Fremont, and Columbus. Under these circumstances we entertained the proposition of the people residing in the vicinity of Lancaster."

The great care and rare judgment shown by the commissioners in selecting this site for the building of the capitol has been fully demonstrated by the test of years, and their wisdom has been intensified by the efforts of labor and skill, supported by the expenditure of millions of money, thus adding greatly to its natural advantages.

RAPID GROWTH.

The rapid growth of Lincoln has kept pace with the marked changes that have taken place in city building throughout the West. Its buildings are as substantial, and the increase in population is proportionate to any or all others. The wonderful steps made during the last few years, by which towns have sprung up and suddenly become well-equipped cities, is marvelous indeed, and makes a striking period in the history of our country's advancement, that will hereafter afford opportunity for pleasant and instructive reflection.



HENRY T. CLARKE'S NEW BUILDING, COR. 8TH AND P STS.

The following statistics show the ratio of increase in the population and the valuation of property of Lincoln:

	Population.	Ratio of Increase.
1867, September first	500	
1870, " "	4,500	
1875, " "	7,300	
1878, " "	13,700	
1879, " "	14,500	6 per cent.
1880, " "	15,000	3 per cent.
1881, " "	16,000	6 "
1882, " "	17,751	11 "
1883, " "	18,897	7 "
1884, " "	19,345	3 "
1885, " "	22,800	17 "
1886, " "	29,000	28 "
1887, " "	43,000	46 "

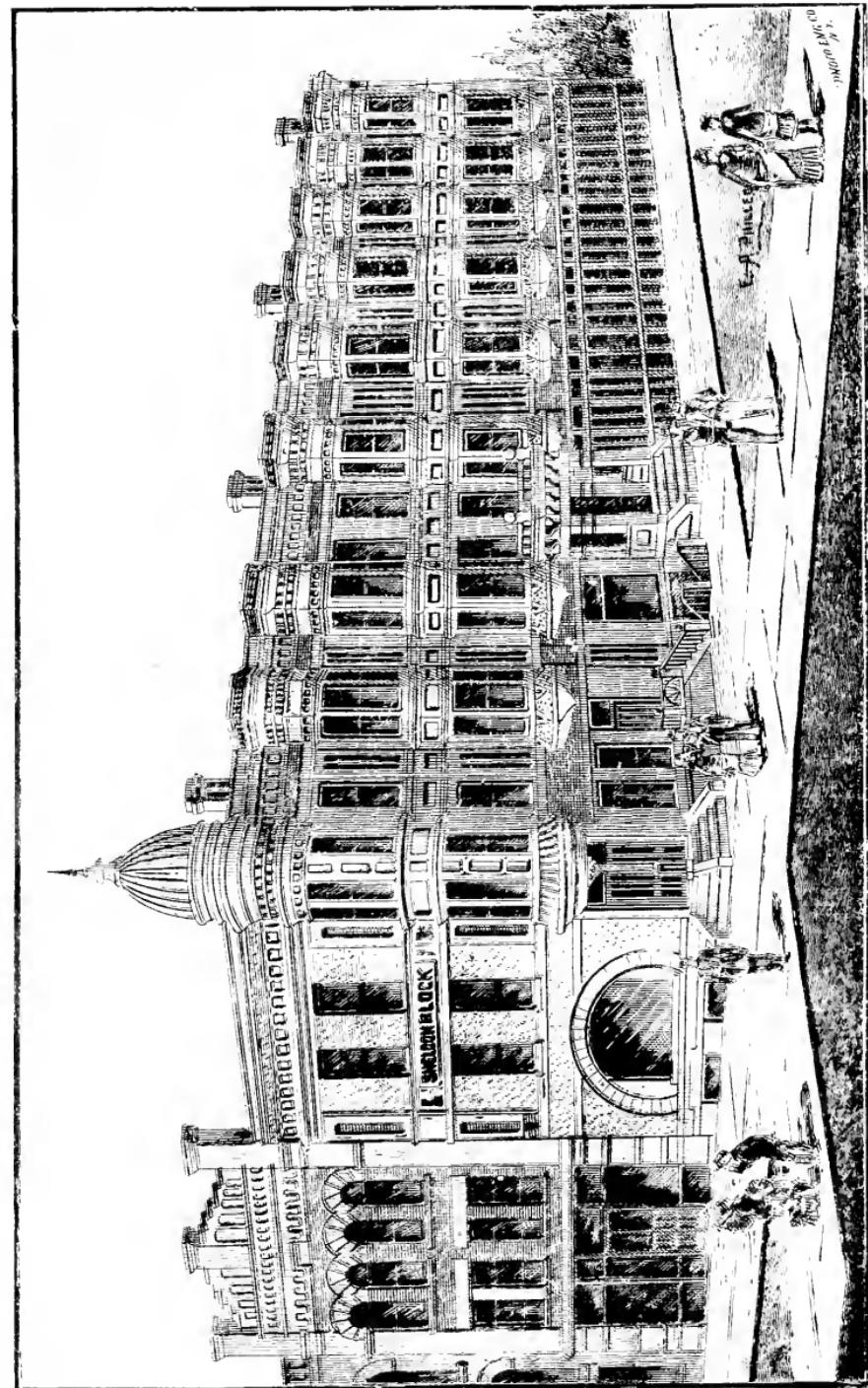
The increase during the past twelve months is remarkable and unparalleled, and far exceeds the growth of any city of similar size in the United States, for the same period.

The past certainly affords substantial reasons (that still exist) upon which to base the belief that this city has entered upon an era of prosperity that will continue, and that in the year 1900 the population will not be less than 150,000 persons.

STATE BUILDINGS.

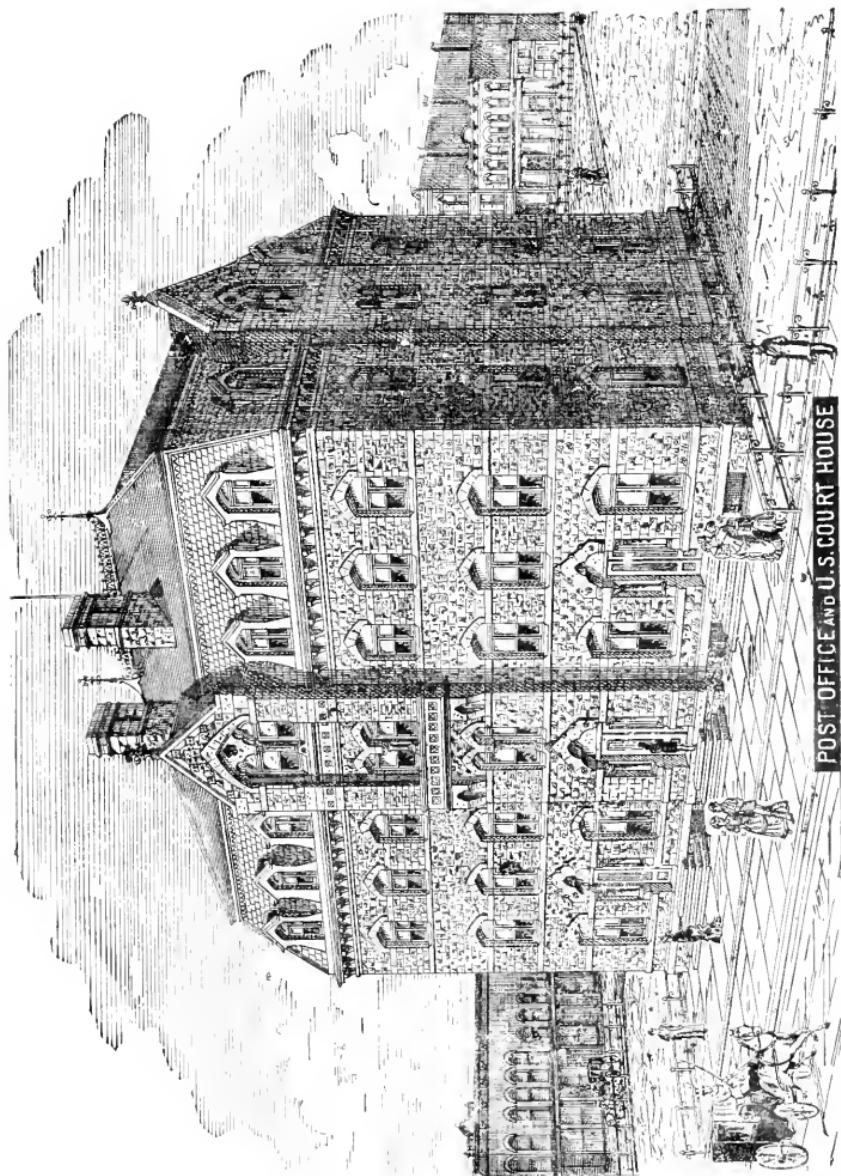
In all other states of the Union the public buildings are erected at different localities, giving to each considerable portion of the state representation and prominence in this respect. While this satisfies sectional demand and equalizes advantages throughout the state, it is not in reality for the public good, because it is inconvenient, consuming time, increasing expense, and decreasing efficiency.

The principal institutions of the state should be concentrated at the capital city, so that their management and condition can be easily and

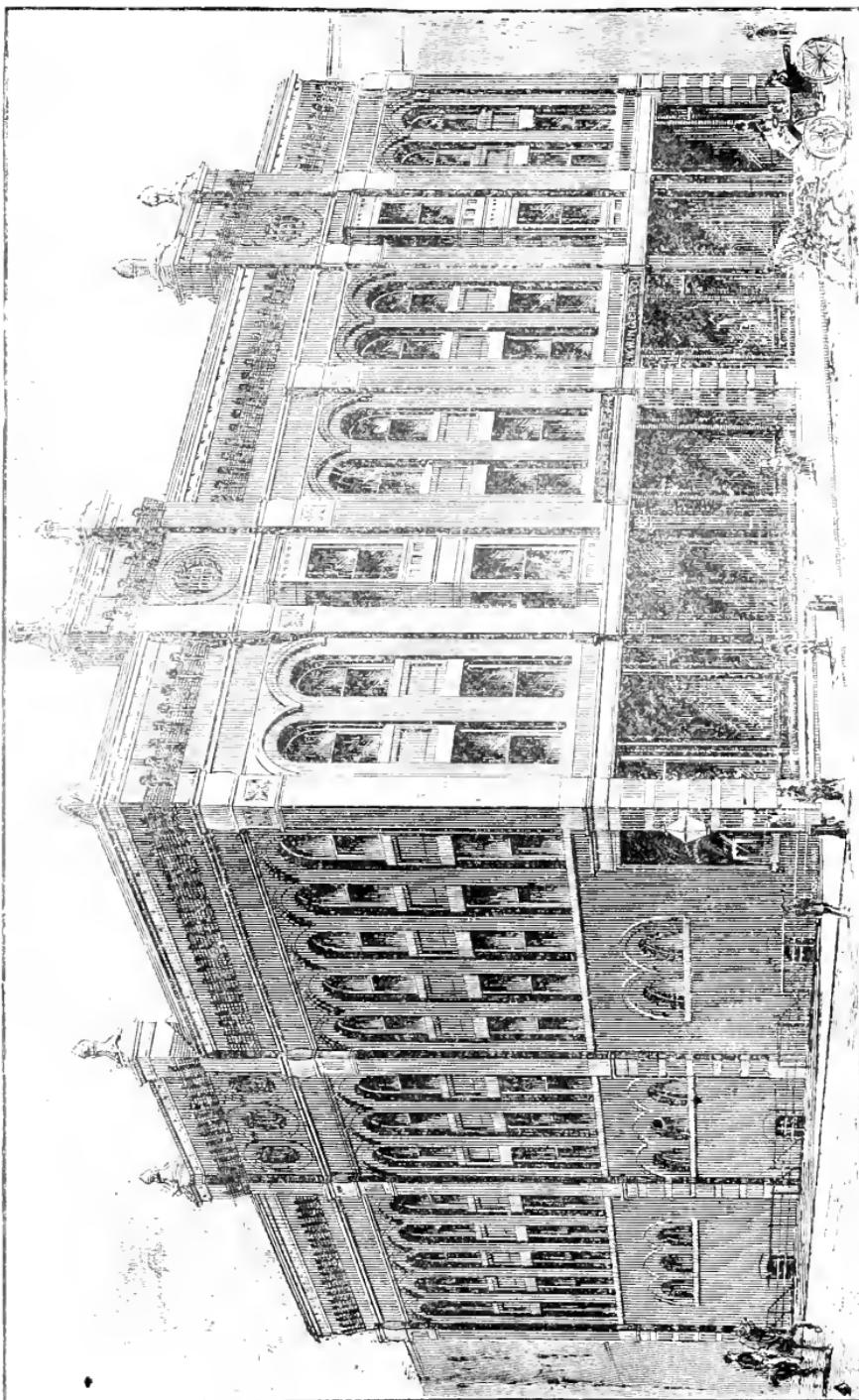


SHELDON BLOCK, Cor. Eleventh and N Sts

STUBBLEFIELD BLOCK



POST OFFICE AND U.S. COURT HOUSE



MONTGOMERY AND BILLINGSLEY BLOCK, COR. ELEVENTH AND N STs.

speedily investigated by state committees or boards of inspection; also, that they may be constantly under the scrutiny of the proper state officials. Therefore commendable foresight was used in the Nebraska legislature that made a new departure in the act providing for the erection of all public buildings at the seat of government. Again, the concentration of these public interests of the commonwealth at this point is a great advantage to Lincoln, and is a strong guarantee of future growth.

They are, standing alone, a small city, and will rapidly increase in size and importance as the state expands.

The magnificent solid structures, with their beauty of design and perfect execution, are a source of pride to the citizens, and a marked attraction to visitors. Their location here adds directly to the wealth, population, and prominence of Lincoln.

The following is the number and cost of the buildings completed:

Capitol building, rapidly approaching completion	\$ 602,000
Insane Asylum, completed	275,000
Penitentiary, completed	265,000
University, and additions under construction	240,000
Agricultural College, and additions under construction . .	40,000
Home of the Friendless	28,000
	<hr/>
	\$1,450,000

Also, the general government has built in the central square a substantial and attractive U. S. post-office, court house, and government office building, that cost \$214,000, and is a fitting ornament to that portion of the city.

COUNTY BUILDINGS.

The county buildings are located at this place, and, in addition to others, a creditable court house is now under process of construction, that will cost, when completed, \$200,000.

C. J. Darrow

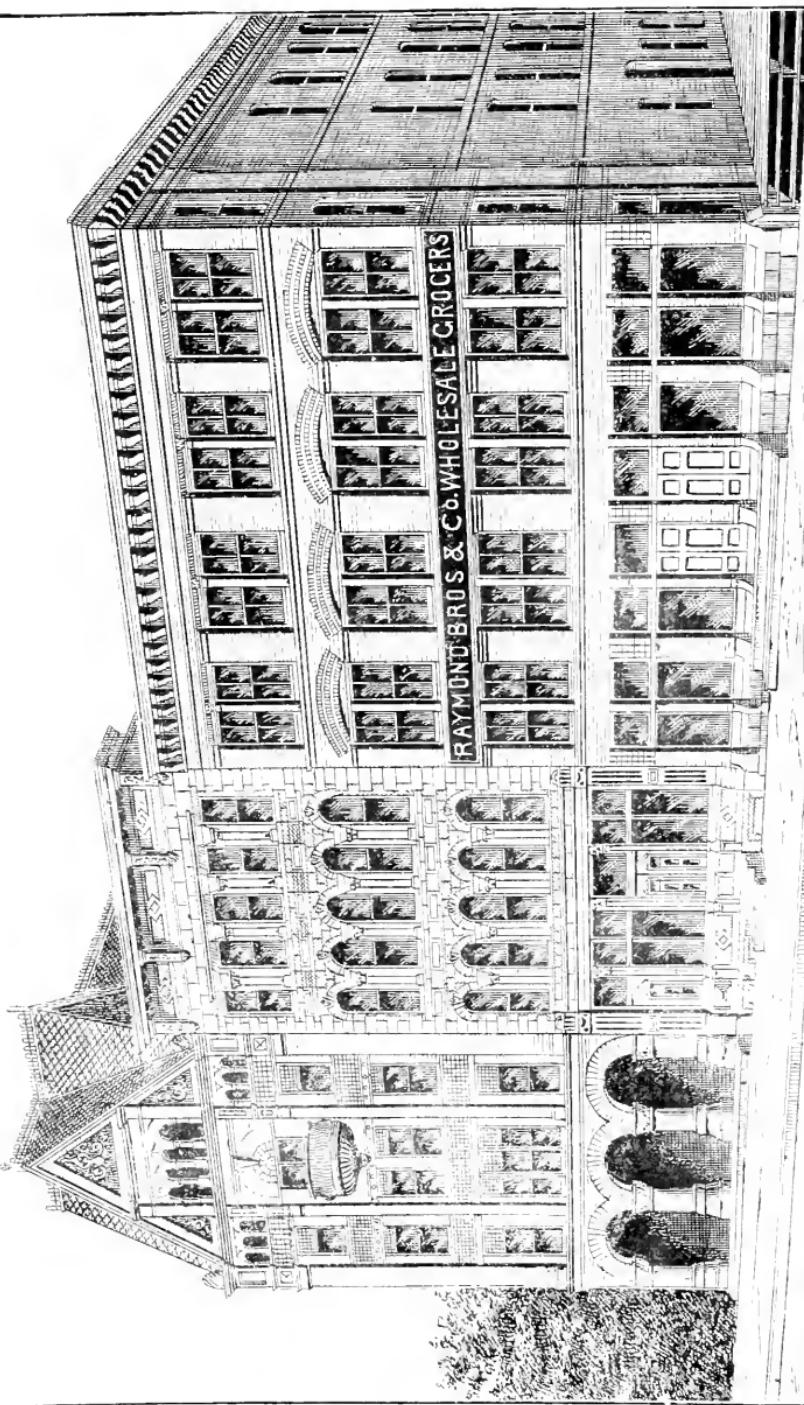
RAYMOND BROS. & CO., Cor. Franklin and 6th Sts.

LINCOLN PAINT AND OIL CO.

NATIONAL LUMBER CO.

Print Eng'd. N.Y.

RAYMOND BROS. & CO. WHOLESALE CROGERS



CHURCHES.

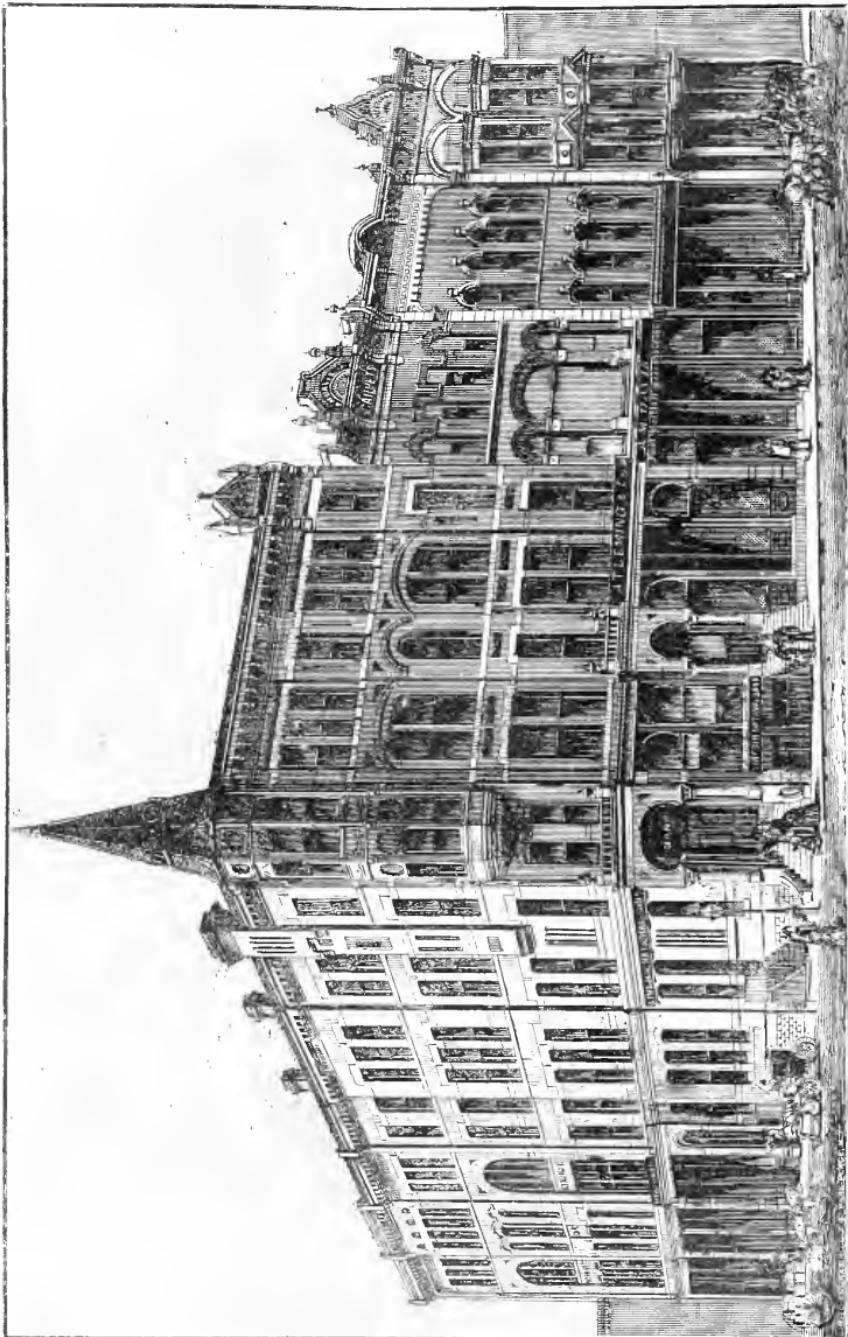
There are twenty-four first-class church edifices in the city, besides several smaller buildings devoted to public worship, representing all classes of religious denominations, and costing in the aggregate \$725,000. Their attractive beauty can be pointed to with pride; they are not only pleasing to the sight, but their influence is wholesome to the mind. They bespeak the high moral tone, intelligence, and refinement of our citizens, and indicate a large church-going community.

GENERAL BUILDINGS.

Two thousand buildings have been constructed in this city during the last twelve months. Many of the residences are very expensive, and the architecture is very attractive. Also the construction of business blocks has been unprecedented. Some of the stone fronts would do credit to the most circumspect eastern cities. The buildings are all rented promptly on completion at good rentals, and there is scarcely a vacant house or store-room that is not in demand. Those desiring to invest funds could not do better than build business houses in Lincoln. Besides the increase in value of the property, the ready rentals would make a return of at least twenty per cent on the original amount.

COST OF BUILDING.

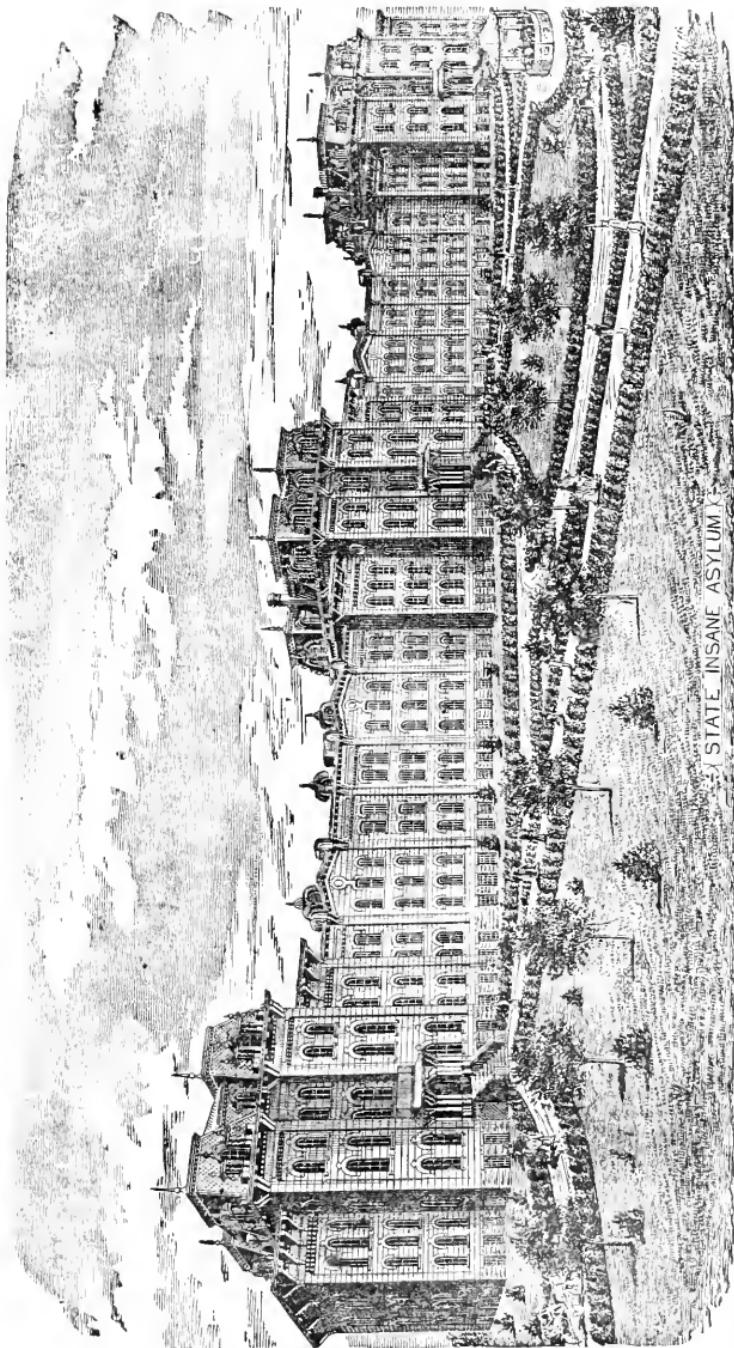
The cost of building material, considered as a whole, is comparatively cheap. The most expensive item is lumber, but there are several continuous lines of railway that reach Lincoln direct from lumber manufacturing districts in Wisconsin, Arkansas, and Mississippi river and other points, making the cost, compared with the distance, proportionately low. Superior white fossil limestone is quarried extensively within a few miles of the city; the capitol, government, and other prominent buildings in this city are constructed of this stone; its durability is almost endless; when exposed to the action of the elements it retains its color, and equals granite in appearance. Also lime and



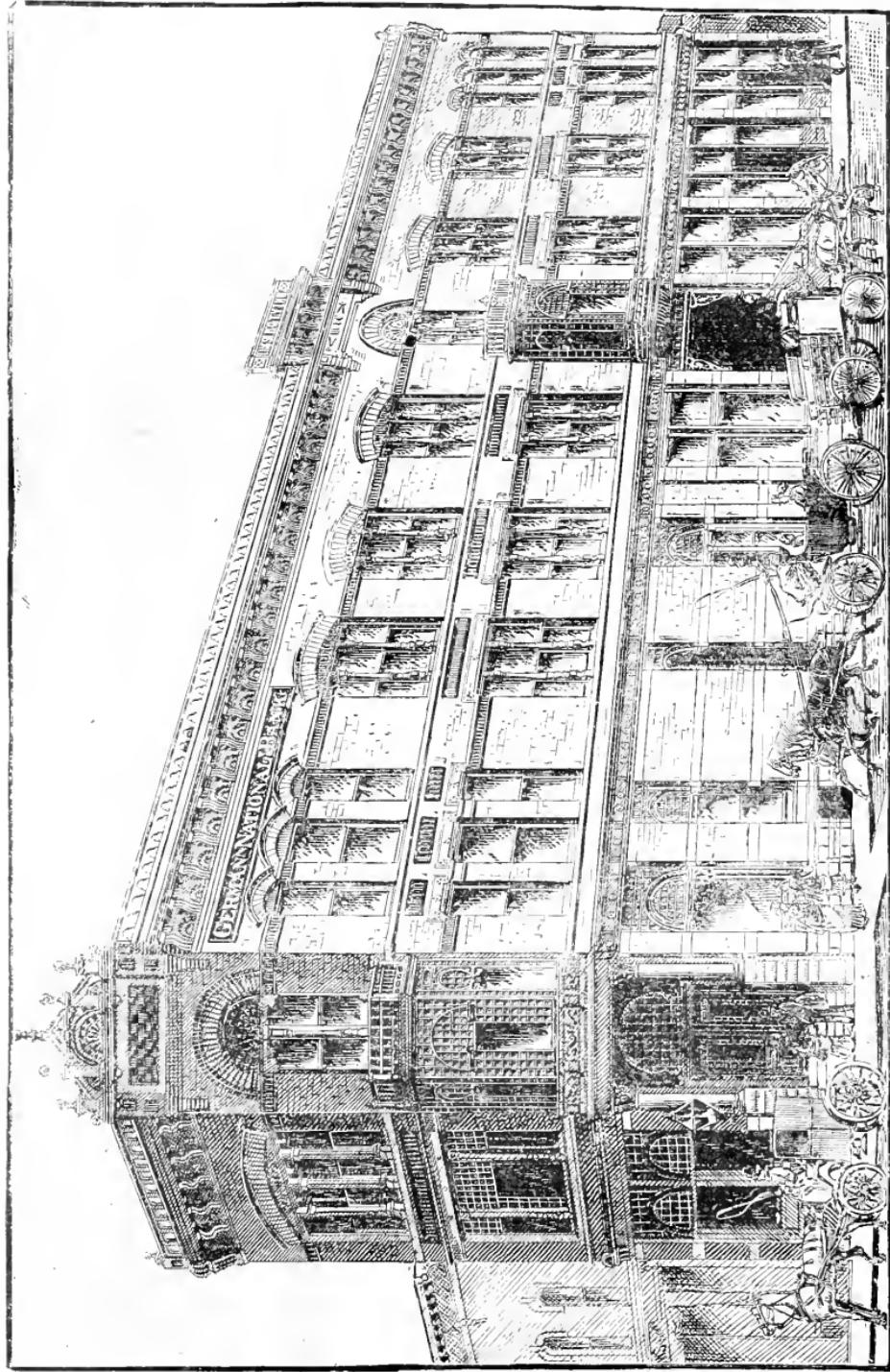
LINCOLN NATIONAL BANK.

RICHARDS BLOCK.

F. M. Ellis, Architect.



STATE INSANE ASYLUM

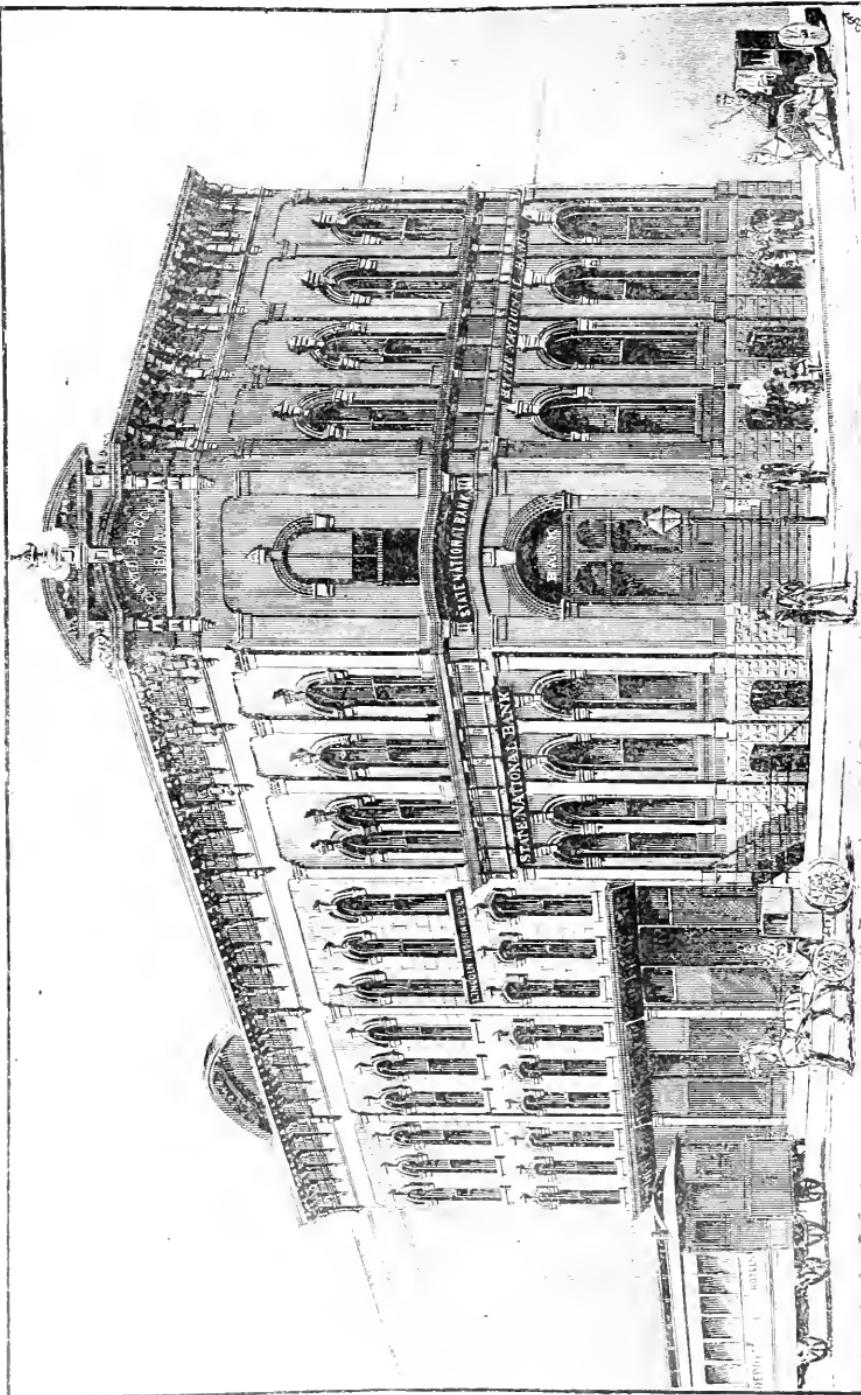


sand are cheap and easily obtained. Again, superior brick are manufactured within the city limits and sold at a very low price, not exceeding \$6 per thousand. The cost of building is certainly an important item, and taken in connection with value of building lots, should strongly recommend this city to those desiring to locate West.

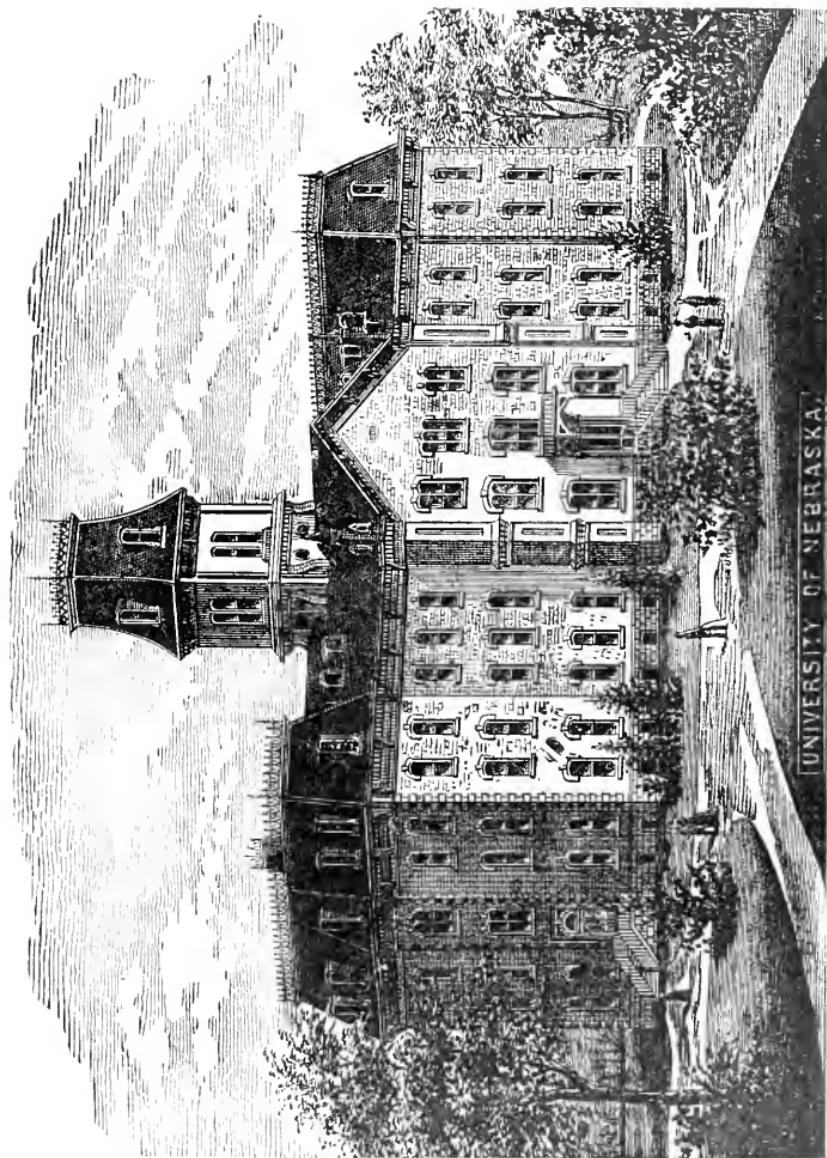
REAL ESTATE.

The real estate transactions during the past season are far in excess of previous years, and while the comparative advance in property has been very rapid, the figures are not at the present time on an extravagant basis. The prices are absolutely low compared with those in other cities of less or equal standing and prospects. There is no doubt that lots well located can be purchased at fair cost, and will increase in valuation twenty to fifty per cent during the next year, and the rise will be proportionate during the next ten years. Large fortunes have been made here within a short period by holders of real estate on small investments, and it is assured by circumstances that the growth of the city and the advance in property will not stop so long as the state of Nebraska rapidly increases in population, and certainly the progress of the state will not hesitate or stop, but will continue for several years to come.

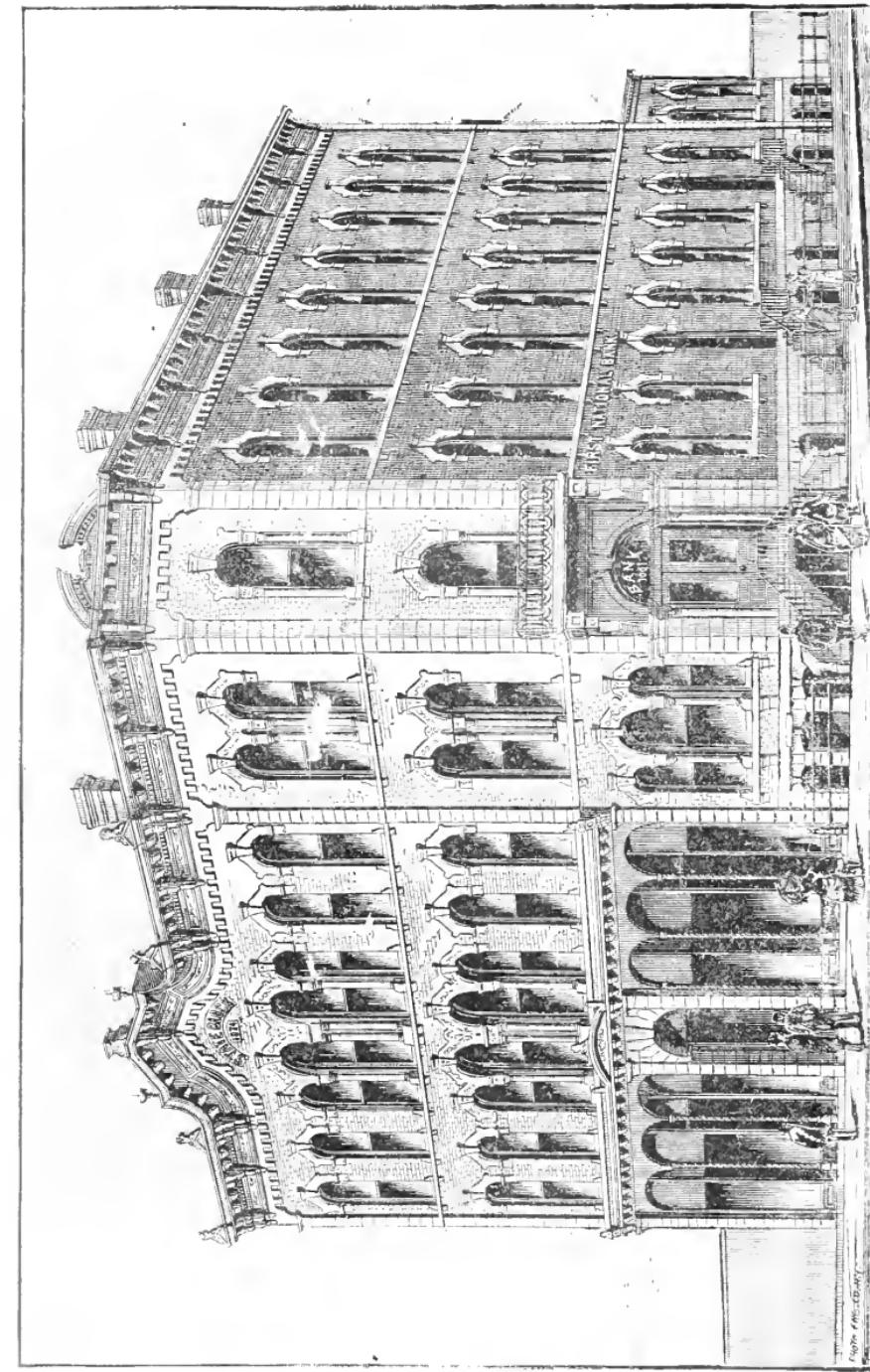
If well-poised conclusions, reached through fixed premises, have worth and weight, then the growth of Lincoln and the advance in real estate will be constant, certain, and rapid.



CAPITAL BLOCK, Cor. Tenth and O Sts.
STATE NATIONAL BANK.



UNIVERSITY OF NEBRASKA.



STATE BLOCK, COR. Tenth and O Sts.

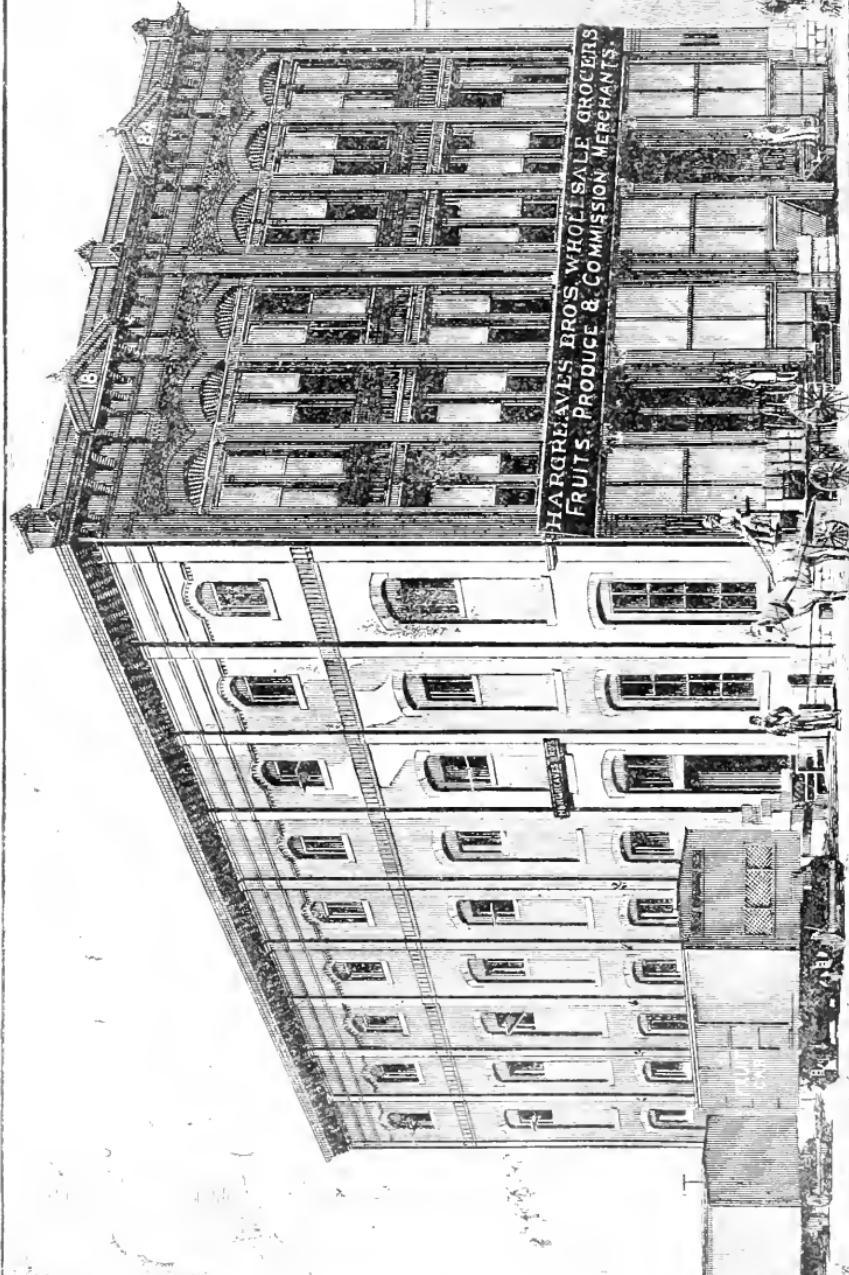
RELIABLE REAL ESTATE STATISTICS.

CITY.	Popu- lation.	Business Cor. Lots, depth in ft.	Price per front foot, Dollars.	Corner Residence Lots.	Price per front ft., Dollars.
Chicago	750,000	100 to 180	2,000 to 3,000	125 to 180	50 to 700
Buffalo	240,604	100	800 to 1,000	125 to 200	12 to ¹ 350
Cleveland	227,000	150 to 165	800 to 1,200	80 to 150	10 to 500
Milwaukee	165,000	. . . . .	250 to 600	. . . . .	20 to 200
Detroit	155,000	. . . . .	1,200 to 1,500	150	10 to 300
Minneapolis	135,000	. . . . .	500 to 650	. . . . .	15 to 300
St. Paul	120,000	. . . . .	500 to 700	125	15 to 300
Kansas City	105,042	. . . . .	600 to 1,800	. . . . .	25 to 300
Indianapolis	90,000	. . . . .	600	125	20 to 150
Omaha	78,000	. . . . .	440 to 600	. . . . .	20 to 150
LINCOLN	45,000	142	150 to 400	130 to 142	5 to 75
Sioux City	30,000	150	150 to 500	150	5 to 60
Toledo	50,142	100 to 165	600 to 1,200	300	5 to 100
Duluth	17,000	140	200 to 1,600	150	15 to 100

COMPARATIVE STATEMENT OF REAL ESTATE TRANSFERS.

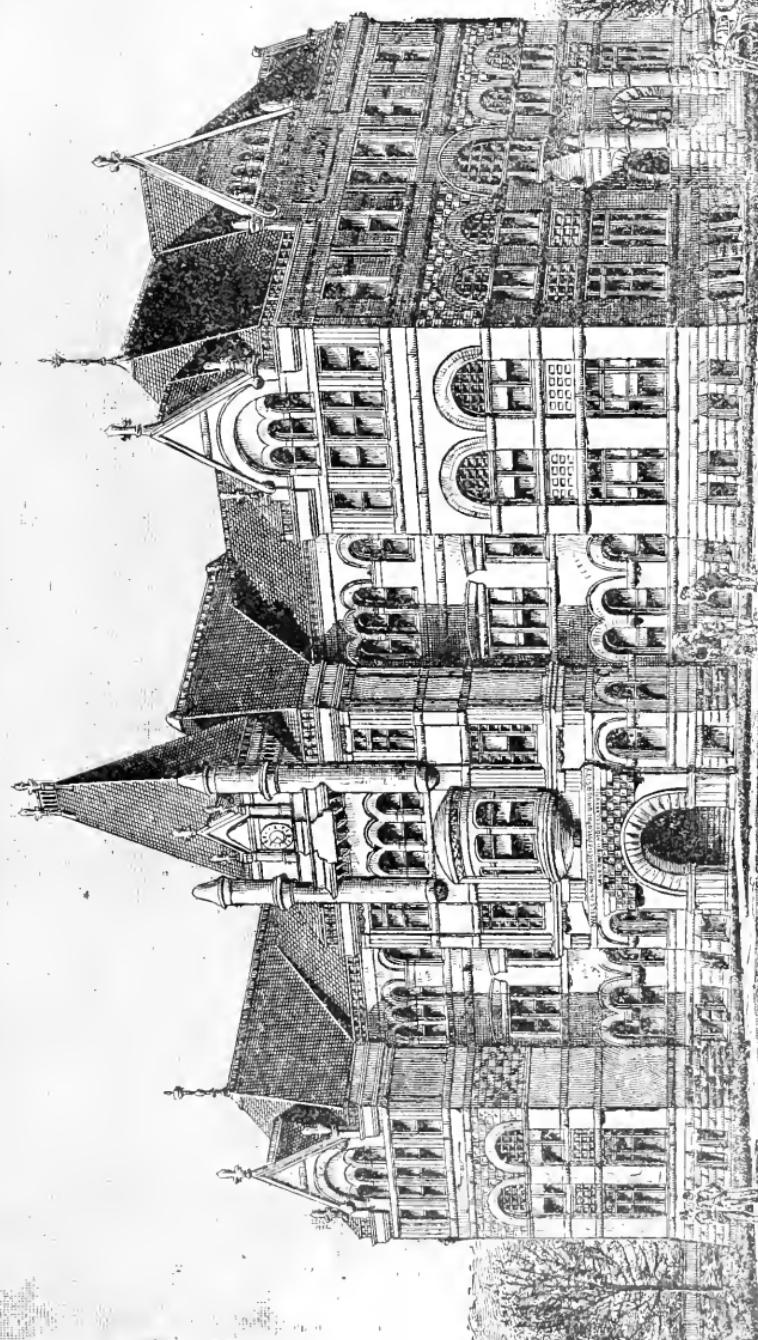
MONTH.	YEAR.	VALUATION.	MONTH.	YEAR.	VALUATION.
January,	1882 . . .	\$ 75,600	January,	1887 . . .	\$ 765,060
February,	"	80,850	February,	"	930,290
March,	"	113,290	March,	"	1,872,280
April,	"	98,600	April,	"	1,634,860
May,	"	104,320	May,	"	1,273,290
June,	"	96,460	June,	"	1,110,340
		—————			—————
		\$569,120			\$7,586,120

These figures have been carefully prepared from the abstract records showing the realty transactions for the first half of 1882, and five years later, being the present year. It is supposed they will



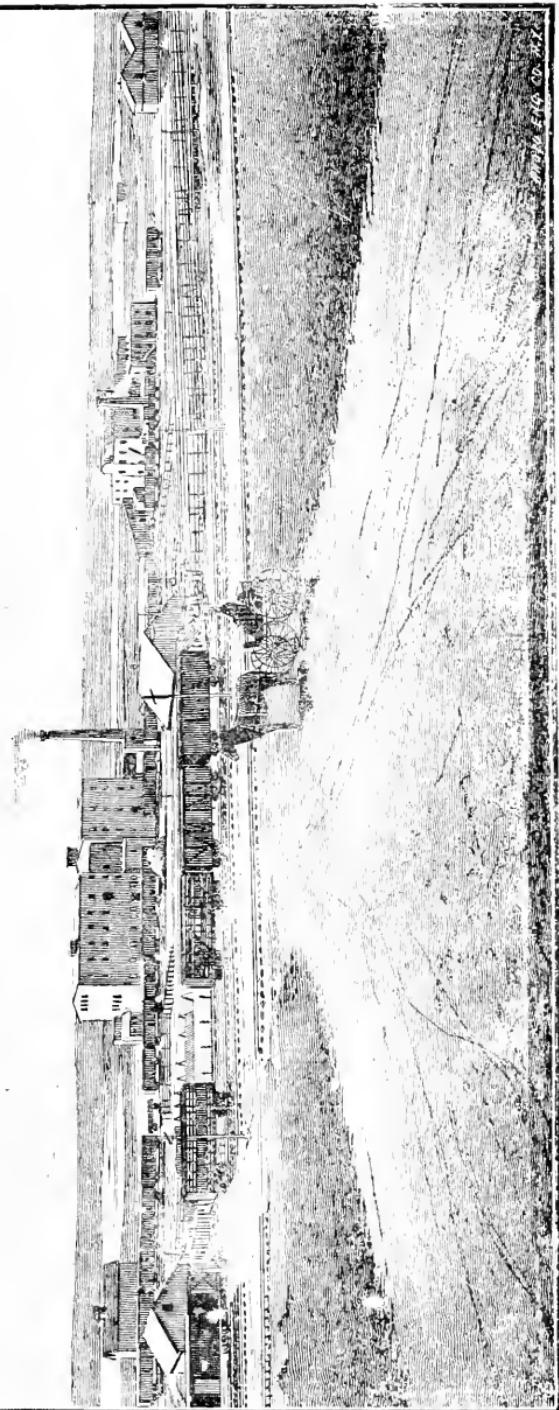
HARGREAVES BROS., Wholesale Groceries, Cor. Eighth and O Sts.

1890



WESLEYAN UNIVERSITY.

WEST LINCOLN PACKING HOUSES.



suffice to demonstrate the existence of facts seemingly almost beyond belief, but they are correct statistics, and can be easily verified. Considering what has occurred in the past, the predictions made for the future are certainly without exaggeration.

An examination of the above figures plainly shows that Lincoln prices are proportionately very much less than the other western cities named, some of them being of much less importance in all respects.

NEWSPAPERS.

There are three daily newspapers printed and published in Lincoln. Of these the *Daily State Journal*, edited by Gere & Hathaway, is the oldest and most prominent; it is republican in politics. Also the State Journal Company has the largest printing establishment in the West, employs 175 persons, is doing in a very superior manner all kinds of book and job printing, electrotyping, lithographing, and book binding, and is able to compete successfully with similar establishments in Chicago and New York.

The *Daily Democrat* is a democratic paper. It is ably edited and managed by J. D. Calhoun, has a large circulation, and is rapidly growing in business.

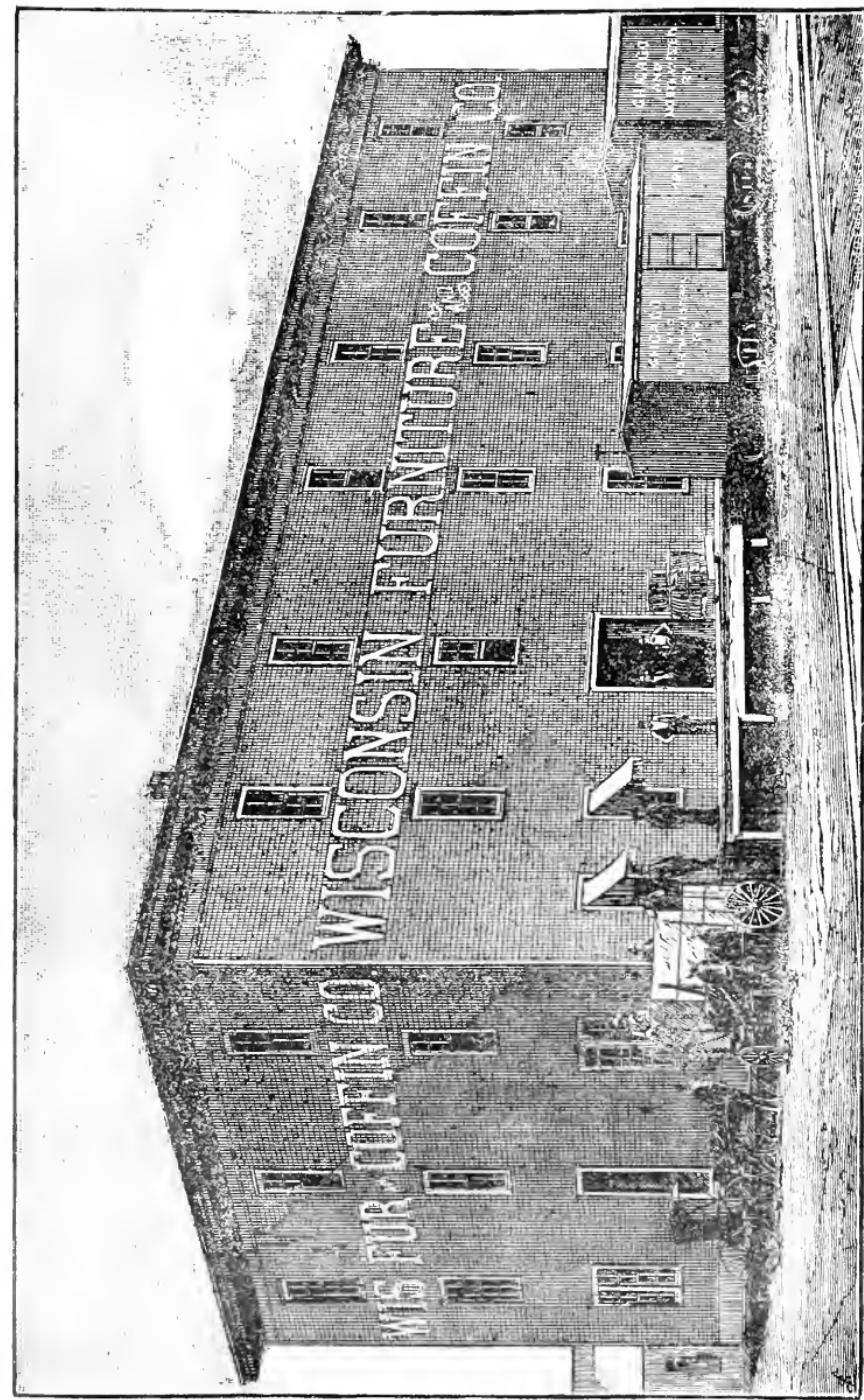
Each of these newspapers is conducted with decided ability, is a leading party organ, is well known abroad, and exerts a strong influence within the state on all matters of public and general interest.

The *Daily Evening News* is a newsy, spicy sheet, devoted to miscellaneous reading and local affairs.

Also there are several weekly newspapers and other publications that ably fill their respective spheres.

LIBRARIES.

Lincoln has exceedingly large, well supplied libraries, free to all persons, under certain restrictions easily complied with, and large additions are being continually made to each. They are as follows:



WISCONSIN FURNITURE AND COFFIN CO., COR. SIXTH AND L STS.

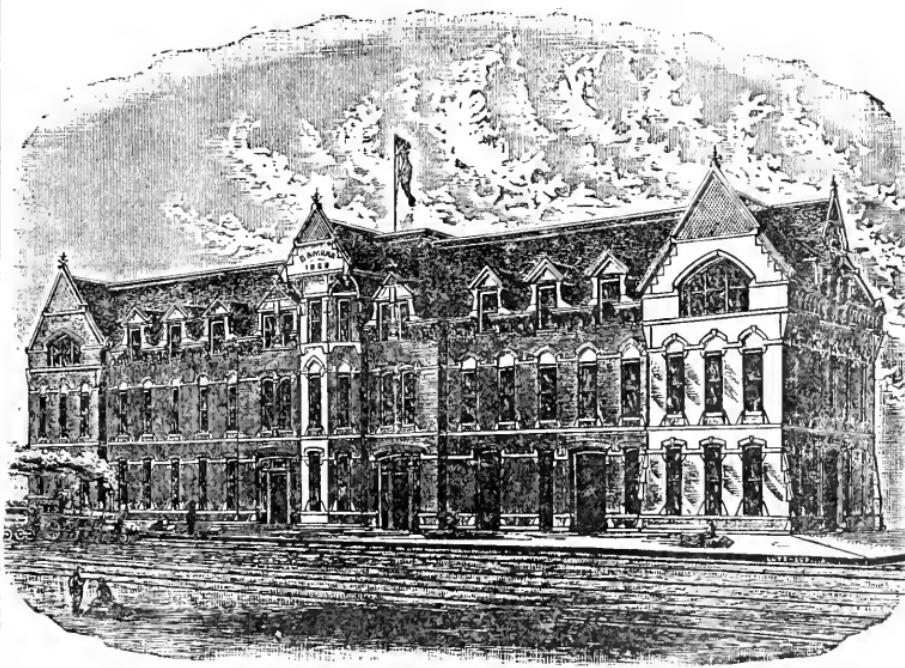
City library	5,500 volumes
University library	8,830 volumes
State library	25,000 volumes
Total	39,330 volumes

This extraordinary number of books includes all classes of reading.

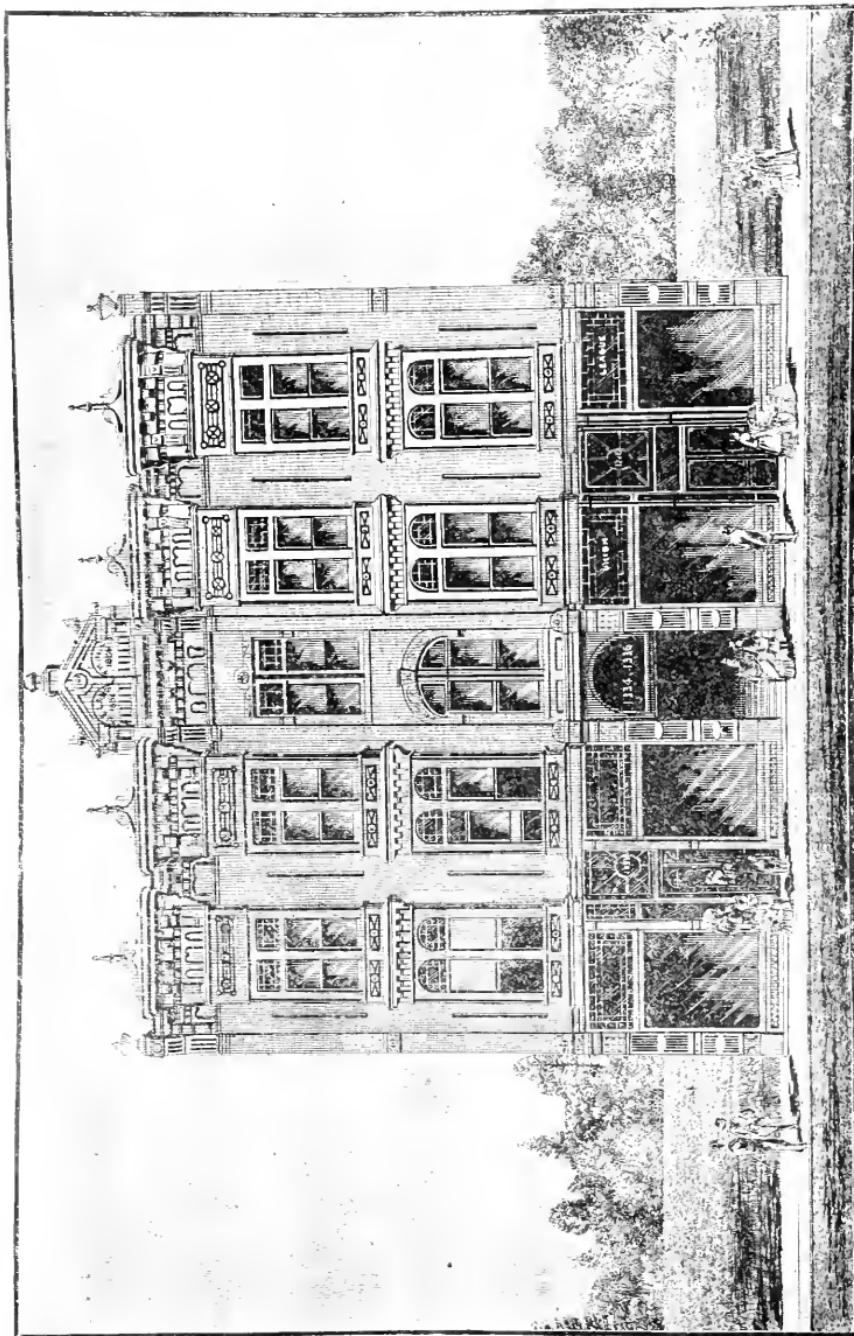
SALINE DEPOSITS.

The saline region adjacent to Lincoln is of great natural advantage, and was a strong reason for erecting the capitol at this place. The deposits have not been utilized to any great extent, but this fact does not detract from their importance, and unquestionably this city is destined in the future to be an extensive salt manufacturing point.

Under the provision of the state government, a well is being sunk to the depth of 2,000 feet, to test the brine at different depths and to

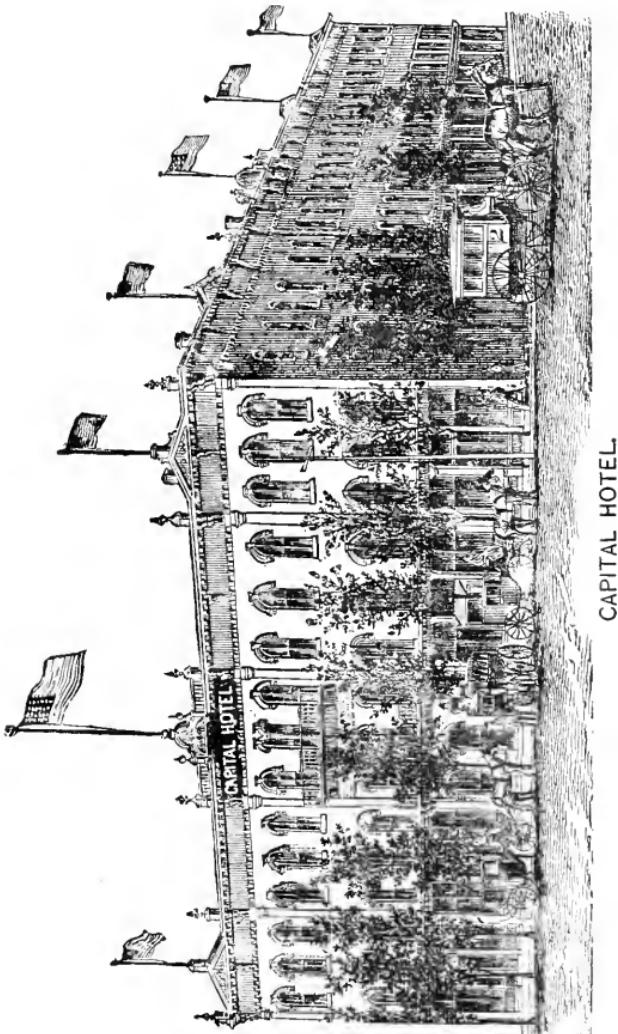


BURLINGTON & MISSOURI RIVER R. R. DEPOT.



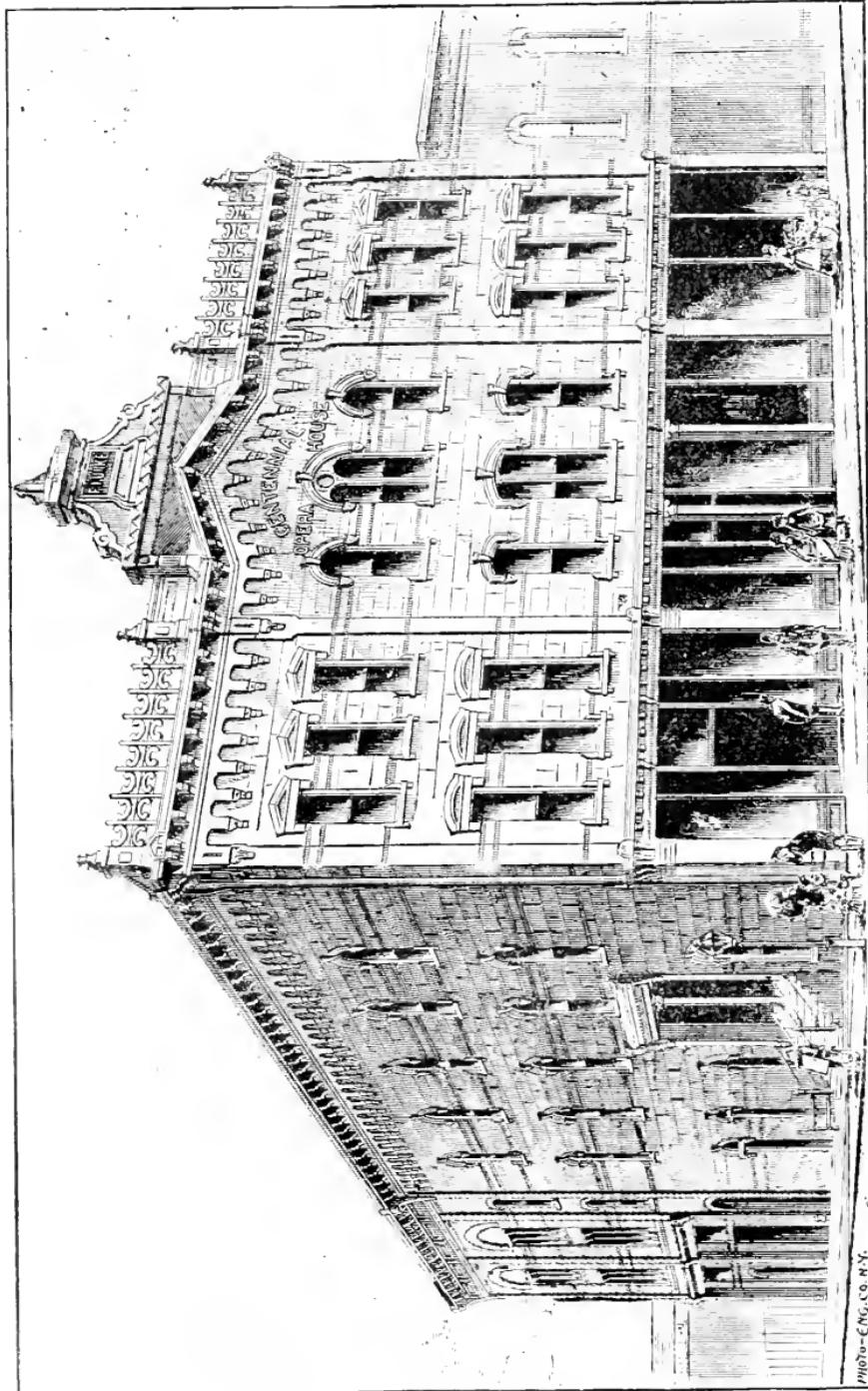
HALL & LANSING BLOCK

learn the nature of underlying formations. A fine quality of very strong salt is the result of the tests that have already been made



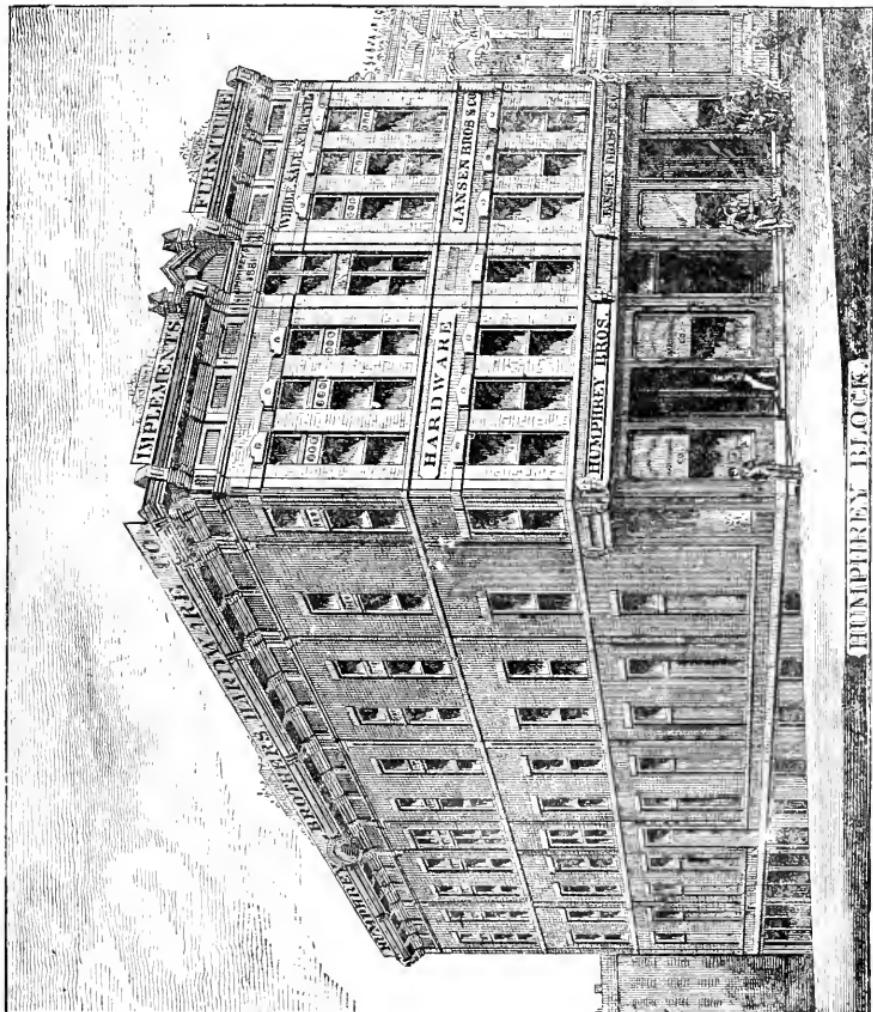
CAPITAL HOTEL.

Also, Eastern capitalists, recognizing the worth of these resources here awaiting development, have accepted the provisions of a state lease, and will soon put in an extensive plant. When it is considered



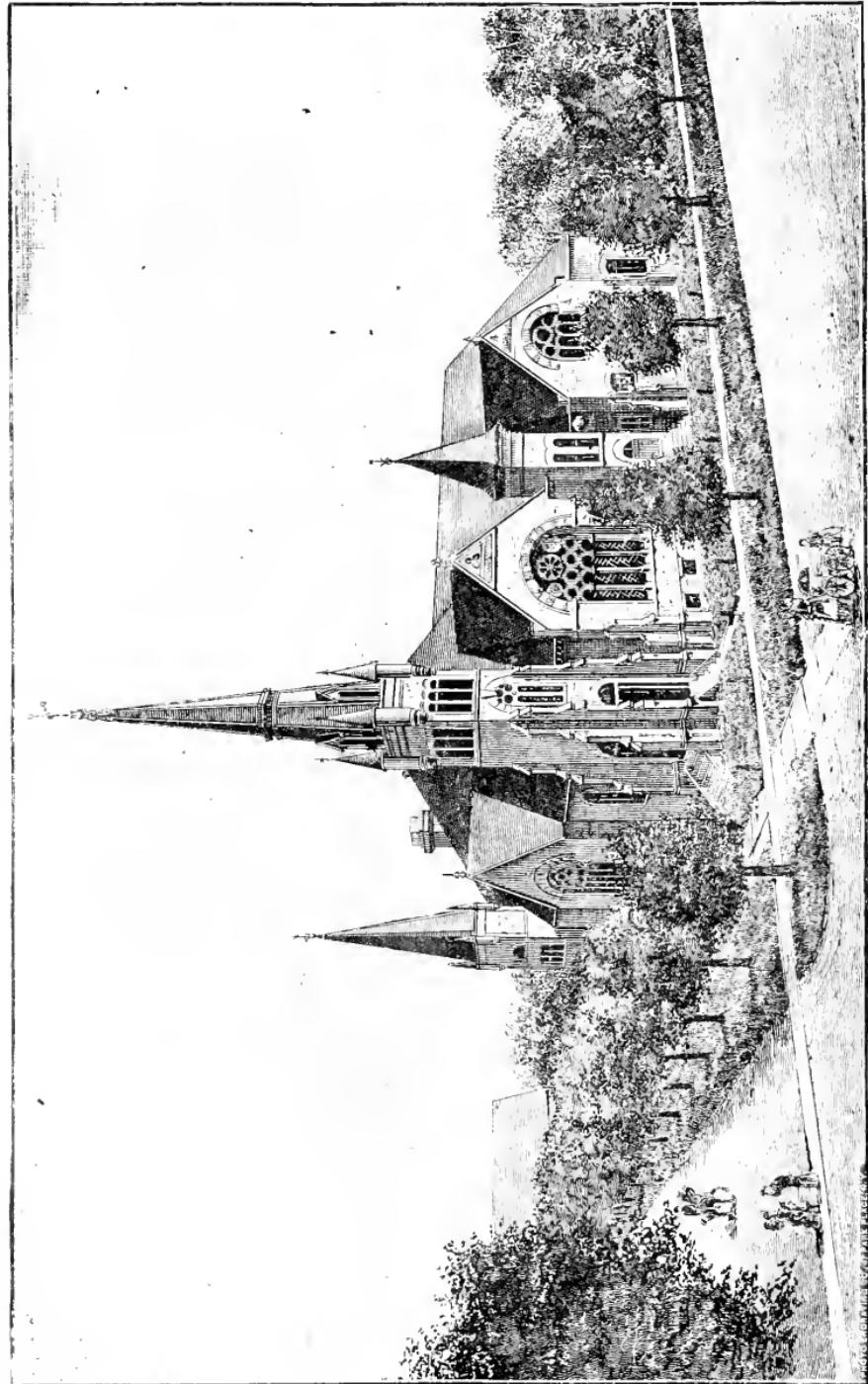
FUNK'S OPERA HOUSE, COR. O and Twenty-fifth

that the entire western country receive their salt supply from New York and Michigan, the value of the enterprise will be appreciated.



HUMPHREY BLOCK.

There is no item of consumption shipped into the state that equals this article in tonnage, and the material reduction in the price will be of incalculable benefit.



FIRST BAPTIST CHURCH.

J. H. W. Hawkins, Architect.

POST OFFICE.

A strong indication of Lincoln's rapid growth is shown by the comparative receipts of the post-office. The comparative total receipts are: 1875, \$10,357.60; 1876, \$12,497.40; 1877, \$14,537.78; 1878, \$19,315.45; 1879, \$23,990.22; 1880, \$25,563.13; 1881, \$31,882.34; 1882, \$35,642.17; 1883, \$38,571.72; 1884, \$36,066.89; 1885, \$40,507.89; 1886, \$47,269.81; 1887, \$70,000.00. The last five months of 1887 are estimated.

The proportionate decrease in 1884 was the result of two-cent being substituted for three-cent stamps. In 1885 first-class matter was doubled, decreasing the receipts twenty-five per cent.

The number of pieces of mail delivered was: First half of 1882, 464,340; 1886, 673,348; 1887, 1,283,272.

EDUCATIONAL BUILDINGS.

There are thirteen excellent school buildings, costing \$275,000. The following figures, furnished by the city superintendent, show the average attendance during the last five years:

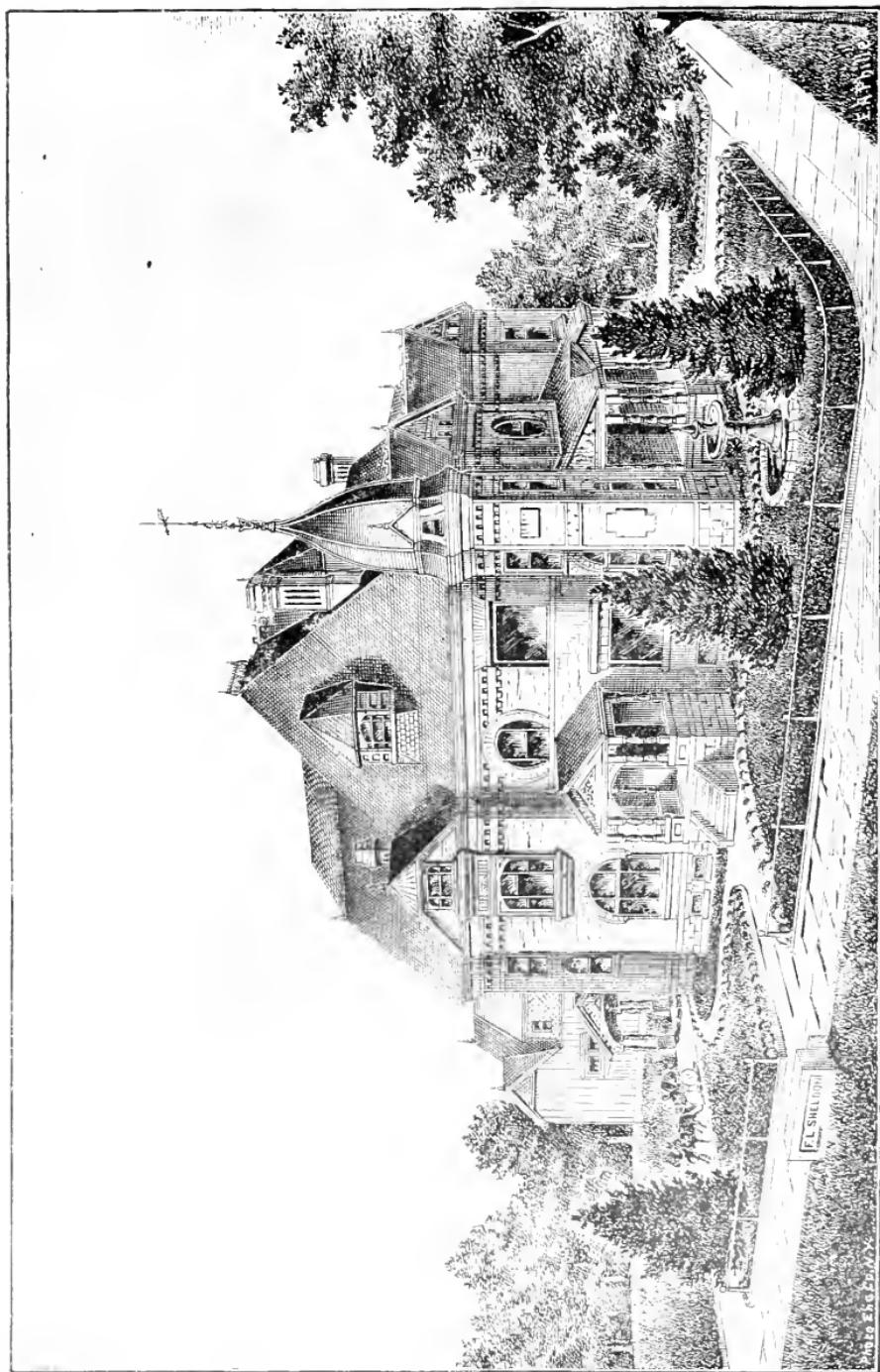
1883	· · · · ·	· · · · ·	· · · · ·	2,404	scholars.
1884	· · · · ·	· · · · ·	· · · · ·	3,489	"
1885	· · · · ·	· · · · ·	· · · · ·	4,513	"
1886	· · · · ·	· · · · ·	· · · · ·	6,526	"
1887 (closing with spring term)	· · · · ·	· · · · ·	· · · · ·	9,722	"

Estimate $4\frac{1}{2}$ persons to each scholar in approximating population.

The public schools have, by a system of classification and grading, been so ranked that students graduating from them are given advanced standing in the State University, thus connecting the common schools with the higher advantages of education, making the course rapid, thorough, and expense small.

Also, we have the richly endowed State University and Medical and Agricultural Colleges, with their learned chancellor and fine corps of forty able professors. The last annual attendance was six hundred and thirty students, and forty-eight graduates.

Recently Lincoln was selected as the site of the new Methodist University of Nebraska, and the main building is being erected at a cost of \$100,000. Again, there are several academies and private schools, with deservedly high reputations. No doubt the arts and sciences will soon be taught in our city in a manner equal to the best universities of America and Europe.



Residence of F. L. SHELDON.
Wm. Grey, Architect.

AMUSEMENTS.

The city has three first-class theatres, and the construction of another is provided for, with magnificent proportions and superior finish and appointments. These are at proper seasons supplied with the best operatic and theatrical talent the country affords. The management of each is creditable, and their energy untiring, and the citizens of Lincoln have all the advantages of the best skill and ability that delight eastern cities.

HOTELS.

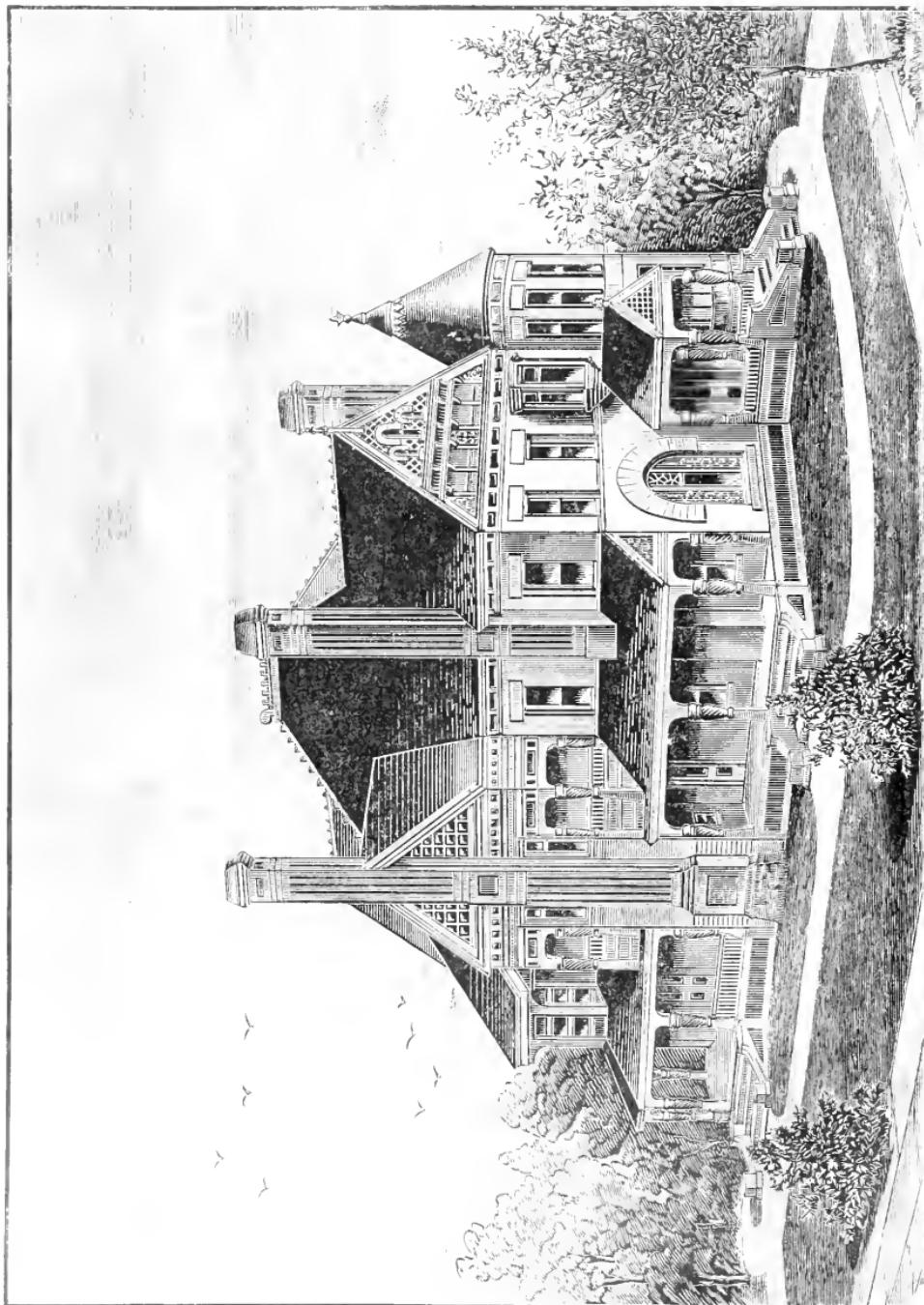
An important feature of any city is the hotels. They make the first and last impression on the visitor, and have no small influence in building up a metropolis.

While Lincoln has grown comparatively beyond precedent, and there has been an immense influx of travel, the supply of accommodations has in all respects always been equal to the demand. They are excellent in all their appointments, the buildings are large and well renovated, rooms commodious and well filled, meals sumptuous, and prices reasonable.

STATE FAIR.

For twenty years the state board of agriculture has given annual exhibitions of the products of the state. These fairs have been held in various cities and towns, and have met with a fair measure of success. For five years preceding 1884 the fairs were held at Omaha, and while the results were somewhat favorable, the location was unfortunate, and a relocation at a central point was thought advisable three years ago, and the magnificent grounds now occupied at Lincoln were selected. These grounds are less than two miles from the center of the city, and are well adapted to fair purposes, being easily accessible by railways, motor lines, street cars, and private conveyances.

Since the fair has been located at Lincoln the success of the enterprise has been wonderful. The attendance each succeeding season has increased one hundred per cent over previous years. This is because people can reach Lincoln so conveniently that every town and section within the state contributes largely to the gatherings.

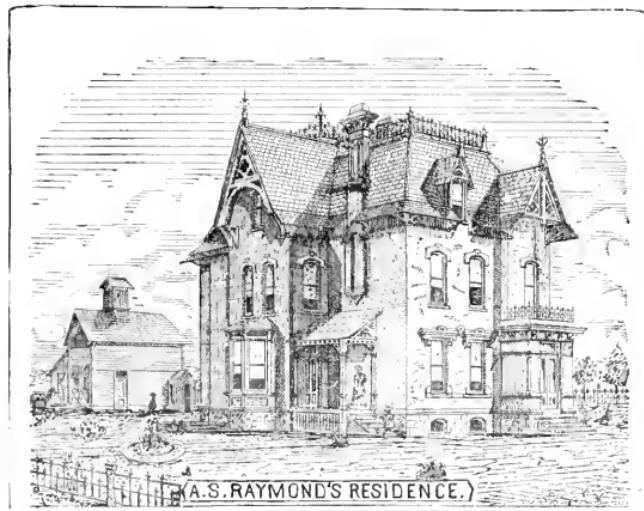


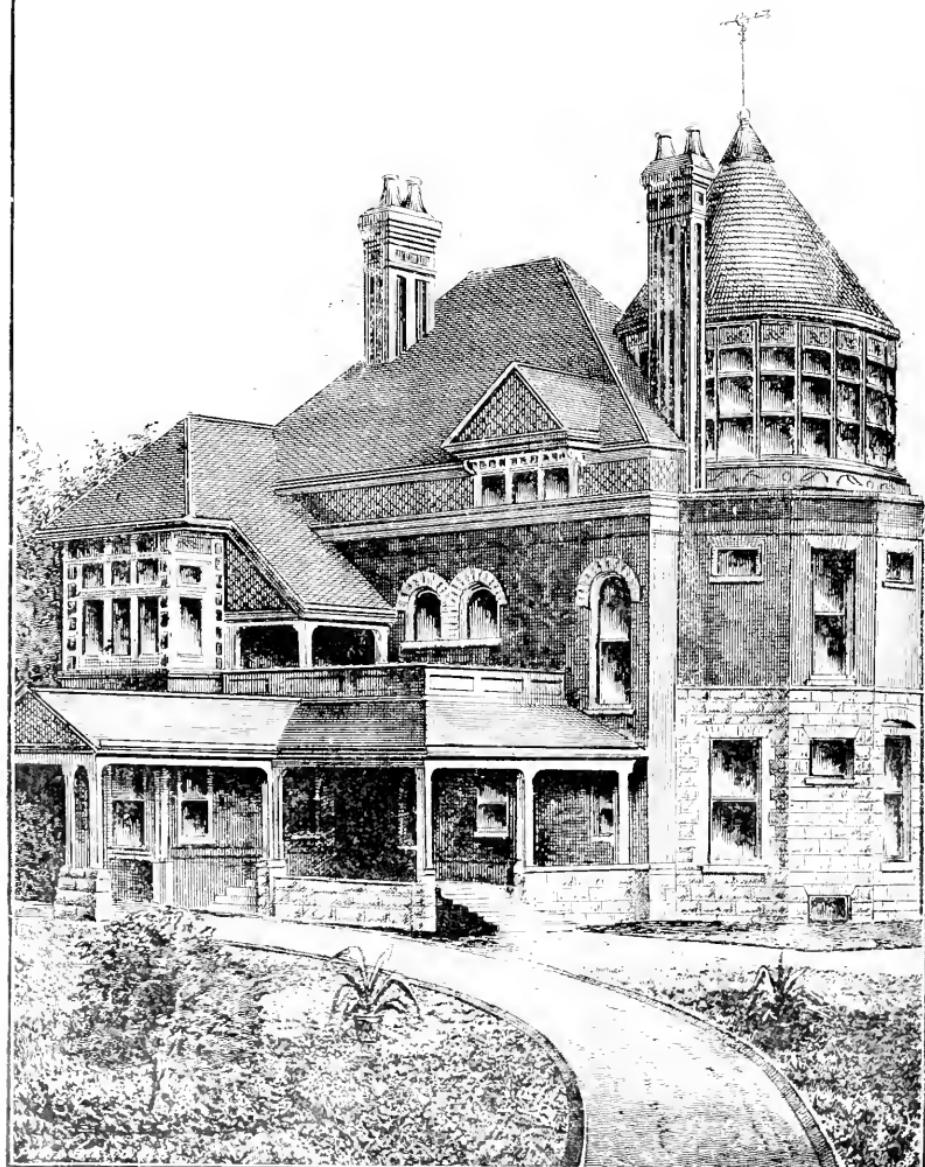
HEALTH.

One of Lincoln's strongest inducements to those seeking locations is its marvelous health record; there is not a city in the world that is more inviting in this respect.

During 1886 the deaths recorded were only 264, with an average population of 32,000. The ratio being one death to every 121 inhabitants. From January 1st to August 1st, 1887, 230 deaths were recorded; average population, 40,000; estimated death rate during the year, one person for every 117 inhabitants. Consider in the latter estimate that the late summer has been very prostrating, and the death rate all over the country unusually large; also that the closing months of the year are reckoned on the same basis as the summer months, while the actual number of deaths was proportionately less. Again, the number of deaths stated includes infants that scarcely had an existence, those that died from accidents, and invalids that reached Lincoln when the sands of life had just run out.

The causes for the remarkable record are, partially, that the city is located on elevated ground on the broad prairies of the state, the atmosphere is dry and pure, the water is excellent, food wholesome, the natural drainage is unsurpassed. Streams of running water flow on every side. There are no marshes or stagnant bodies





Residence of JOHN R. CLARK

of water to breed diseases. In other words, all the conditions prevail that promote health, and few of the opposing elements exist that destroy life.

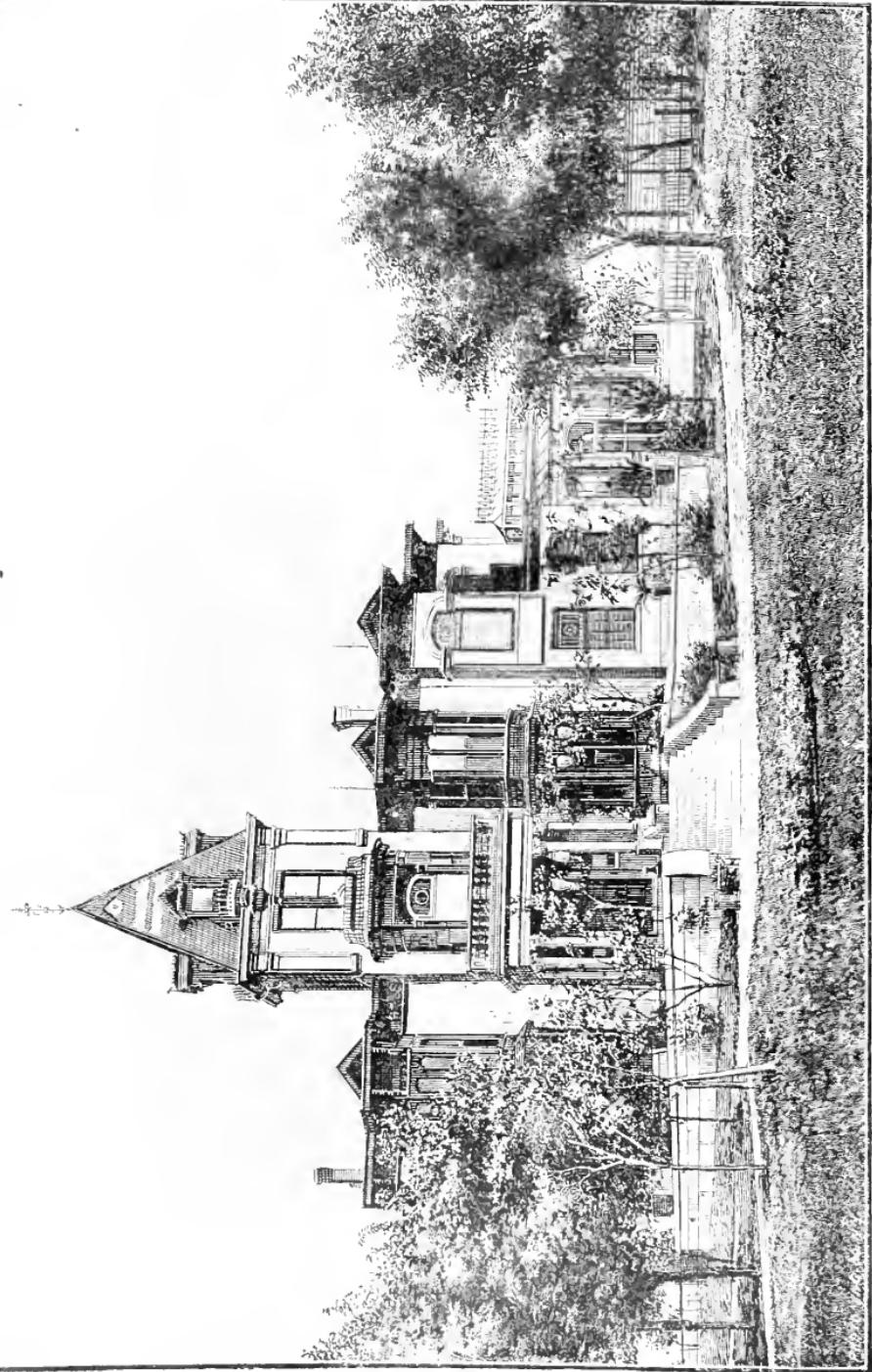
STOCK YARDS.

During 1884 stock yards were established at West Lincoln, and an extensive, well equipped enterprise has rewarded the efforts of the company. The organization control 1,180 acres of valuable lands. They have expended \$231,000 in making improvements. In addition to extensive yards they have complete water works, a first-class hotel, a population of several hundred, several important manufactories in operation, and others in process of development. Several lines of railway now reach the grounds, and a motor line is completed to supply the demand of local travel.

Stock yards are an absolute necessity to the prosperity of a city located in an agricultural district, affording a ready market at all times for the sale of horses, cattle, hogs, and sheep. Although the company is comparatively new, its success is assured by the excellent showing made, and Lincoln will at no distant day be one of the leading stock markets of the West.

PACKING HOUSES.

The packing interests of the country are rapidly moving and locating West, so they may be nearer the stock producing districts. This reduces the length of the haul of the live animals, avoids the bruising of the flesh, and saves shrinkage; also cost of feed, time, and expense in marketing are saved. Again, the great advancement made in refrigerator service is favorable to these conditions, as it not only preserves meats but improves the quality by adding to the length of time in cold storage. Statistics show that Chicago for years had a monopoly of the packing trade of this country, but their output of product has during the last year decreased rapidly, while more than a corresponding increase has been made at western points. Packing houses will be established in the West, where the greatest amount of stock can be concentrated and the product distributed at least expense of time and money. Also, the points that by virtue of their physical location command these vast interests will be the great commercial centres



Residence of JOHN FITZGERALD, President National Irish Land League of America

of the future, because it necessitates concentration of wealth and people.

Existing facts plainly demonstrate that Lincoln has superior advantages as a packing point. Two houses have lately been constructed that killed 113,400 hogs, for which \$1,395,000 were paid from December 1st to August 1st last, and the number would have reached 250,000 if the packing houses had been constructed with cold storage to freeze the meats and room to store the product. Arrangements have now been perfected by which these deficiencies have been provided for, and with the present killing capacity a large comparative increase will be made. Also other packing houses are being arranged for, and most favorable results must follow.

Three-fourths of the hogs of Nebraska are directly tributary to Lincoln. This is not true of any other point.

Two-thirds of the live stock shipped out of the state pass through Lincoln.

Fifteen thousand cars of live stock passed through this city within the last twelve months.

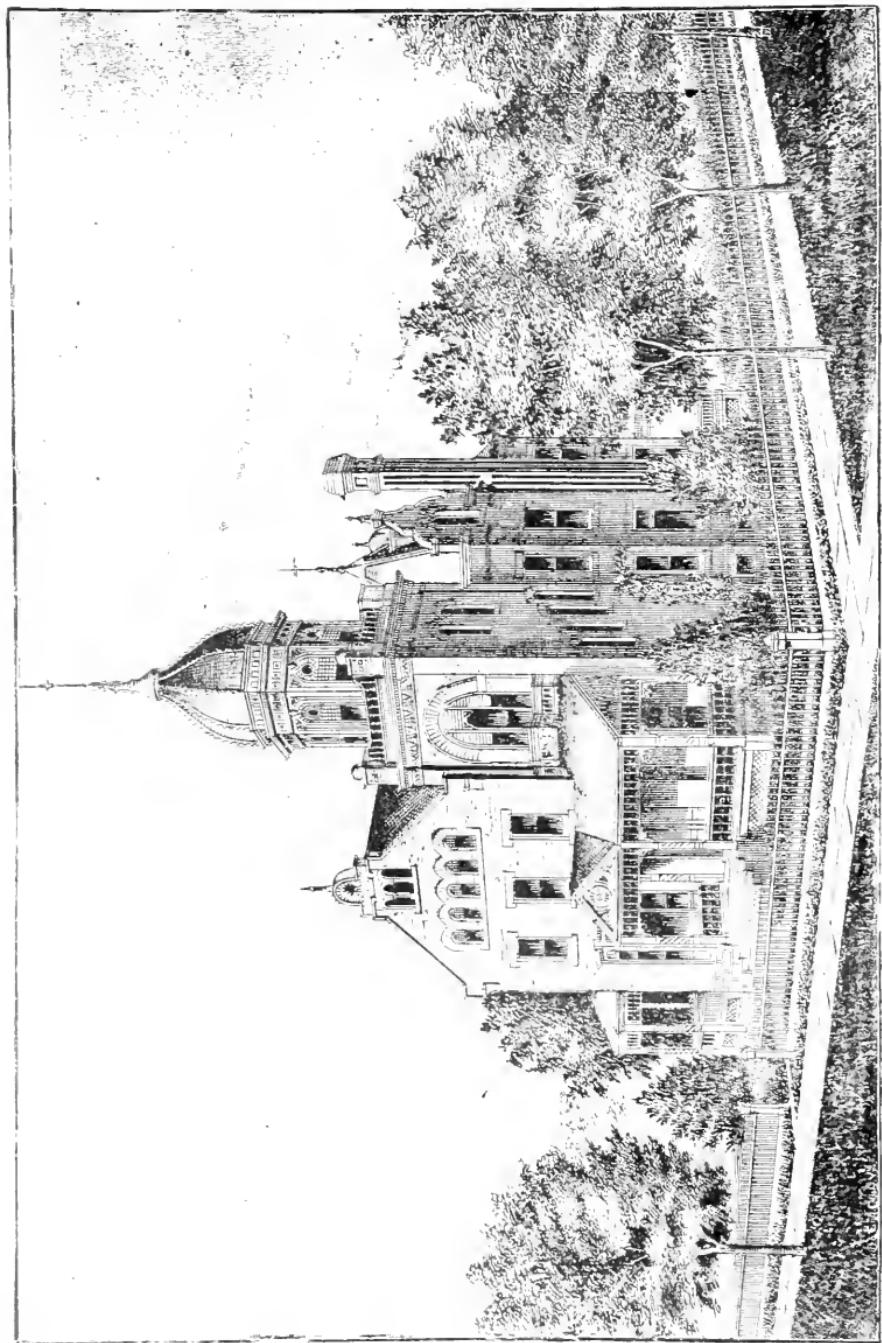
In addition to saving time, distance, etc., the rates on live stock, considered with the distributing rates from Lincoln to all points East, South, and West, are less than the sum of the rates at other packing points on Nebraska live stock.

Lincoln is the extreme western packing city in the United States, and is therefore the nearest packing point to the stock producing regions it aspires to control.

If the conditions as named are correct on which packing houses are established, then Lincoln will be one of the leading packing cities of the United States.

SEWERAGE.

The sanitary condition of Lincoln will always be most excellent. The natural sewerage drains every point in the city; in addition, a very complete system of artificial sewerage is being constructed; already 14 miles of pipe have been placed at an expense of \$80,000, and the work is progressing rapidly to completion. The sewerage is emptied into Salt Creek, a large stream with an active current that will easily bear away the waste matter of the city.



J. H. W. Hawkins, Architect

Residence of J. J. MHOFF

PAVING.

The contract for ten miles of city paving has been awarded, and the work of construction has been commenced and will be prosecuted vigorously. Cedar blocks are used with concrete base, and the entire cost will be about one-quarter million dollars.

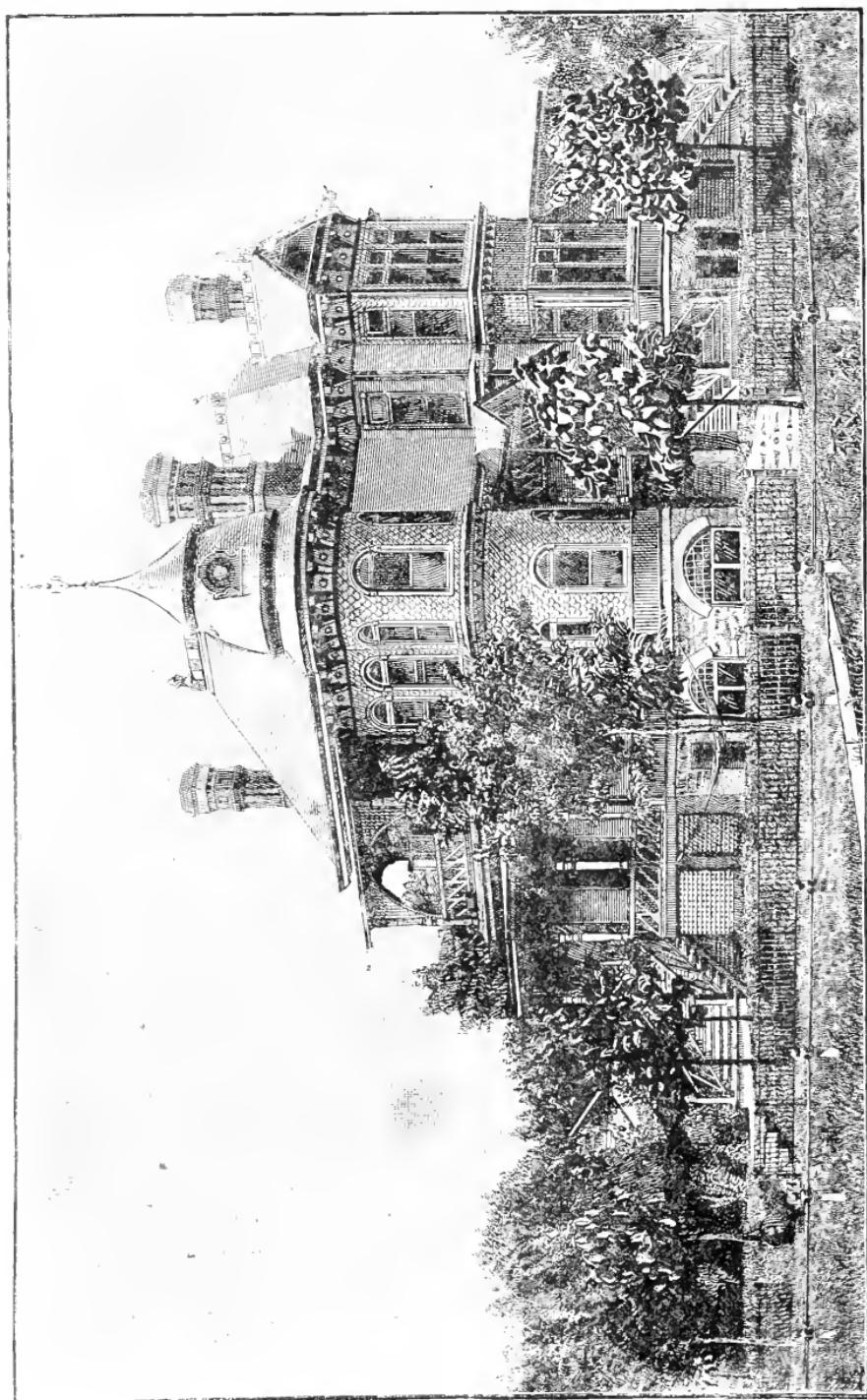
STREET RAILWAYS.

The present and proposed systems of street railway of Lincoln are on a somewhat gigantic scale, and indicate great faith in the future of this city on the part of the promoters, who are investing a large amount of capital. The lines in operation are well equipped, and conducted in a manner creditable to the managers and beneficial to the city. Cars are run every fifteen minutes each way, on uniform time, to all parts of Lincoln and suburbs. A good street railway system is an indispensable assistant to the development of a growing city, making the remote sections easily available. The construction of the system was commenced in the fall of 1883, and the tracks have been rapidly extended. At present the horse car company has seventeen miles of track under one management, and continual extensions are being made.

In addition, a double track cable line is provided for, and will be constructed and put in operation at an early date. The length of the initial line will be two and a half miles, and the cost \$400,000; also, a steam motor railway has been completed, equipped, and just commenced running trains. This line has five miles in operation, connecting the central part of the city with the fair grounds and West Lincoln. The convenience and benefits of this new enterprise are almost incalculable, as it draws distant and now unavailable points close together, and places unoccupied lands within easy reach of the business center.

WATERWORKS.

The city waterworks are built on the stand-pipe system. Nineteen miles of water mains have been laid, at a cost of \$125,000. The daily capacity of the water supply is 2,800,000 gallons. The source of the supply was developed in a novel manner. An immense well, forty feet in diameter, was sunk fifty feet; at the bottom of the well a



Residence of L. W. BILLINGSLEY.

system of tubing was sunk to water level, and in this manner an ample supply of pure, clear water is secured, that is free from animal and vegetable matter, any kind of sediment, or animalculæ. As the demand for water increases with the growth of the city, other wells can be sunk in a similar manner, affording additional supply. The waterworks are owned by the city. The net revenue accruing amounts to \$15,000 per annum.

GRAIN DEALERS.

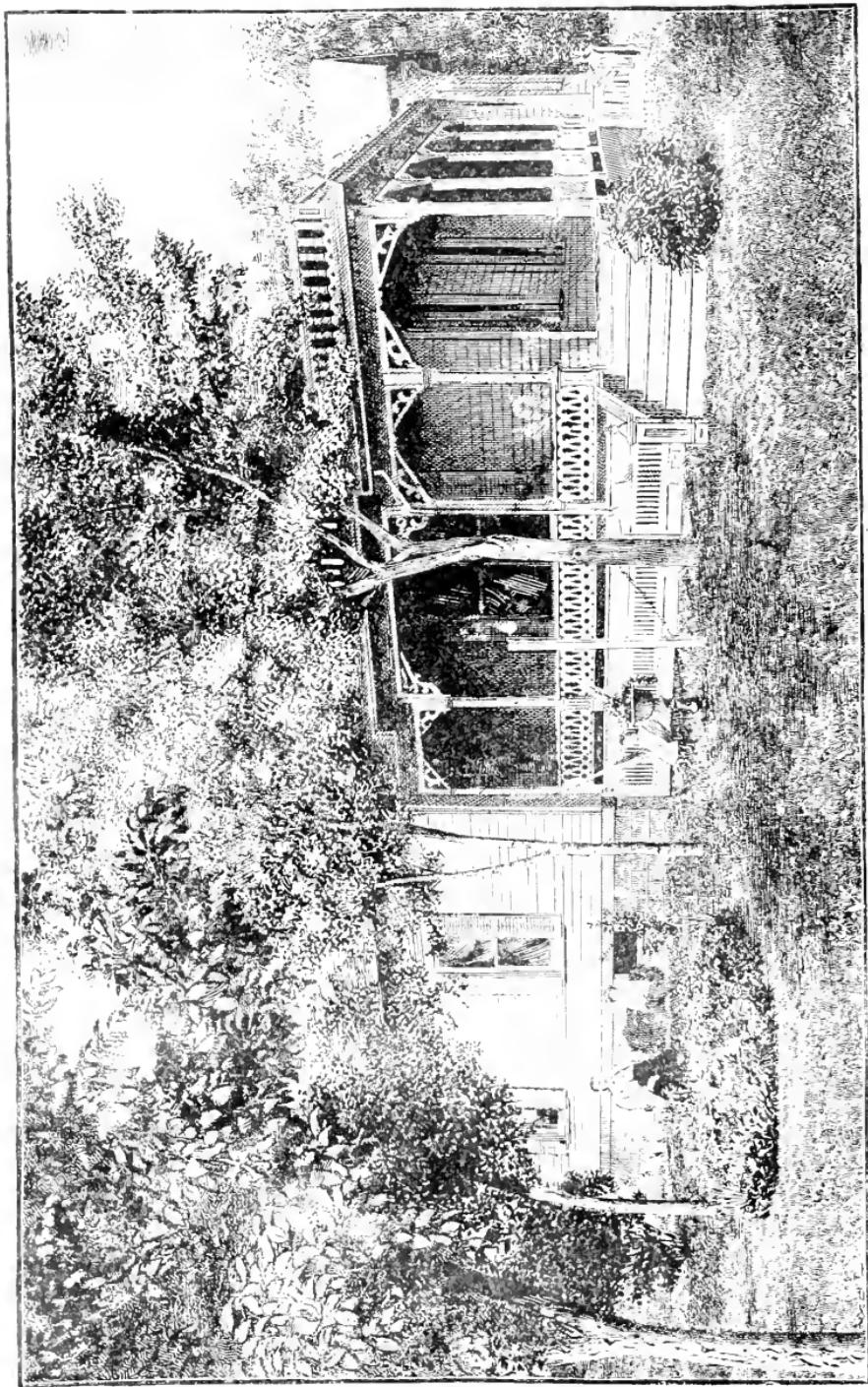
The amount of grain of all kinds handled by operators located at Lincoln is enormous, approximating thirty-five thousand cars during the year ending Aug. 31st, 1887. Estimating 550 bushels per car, total number of bushels, 19,250,000; estimated cost, \$4,812,500.

A RAILROAD CENTER.

Lincoln is located in the midst of a network of railways. There are ten distinct lines diverging from, and 932 miles of track (on which 112 towns and cities are located) within fifty-five miles of the city. Also, eighty per cent of the 3,484 miles of railway within the state has direct connection with this city, based on short distances. The importance of these statements can be appreciated when it is understood that it is by no means true of any other point within Nebraska.

THE RAILROADS.

The Burlington & Missouri River Railway is the pioneer line to Lincoln. The property is owned and controlled by the Chicago, Burlington & Quincy Railway, and in connection with that company forms a direct route from Chicago, Peoria, and Mississippi river points to Lincoln. The system is much the largest and most important within the state, and this city is the center for all their operations. Their freight and passengers arrive over their main line from the East, and are distributed over six diverging branch lines from this point. It requires the constant use of eight switch engines to perform the necessary service in handling cars and making up trains, and the pay roll at this place averages 1,000 employes. The lines of this company reach every county located in the southern half of this state, and



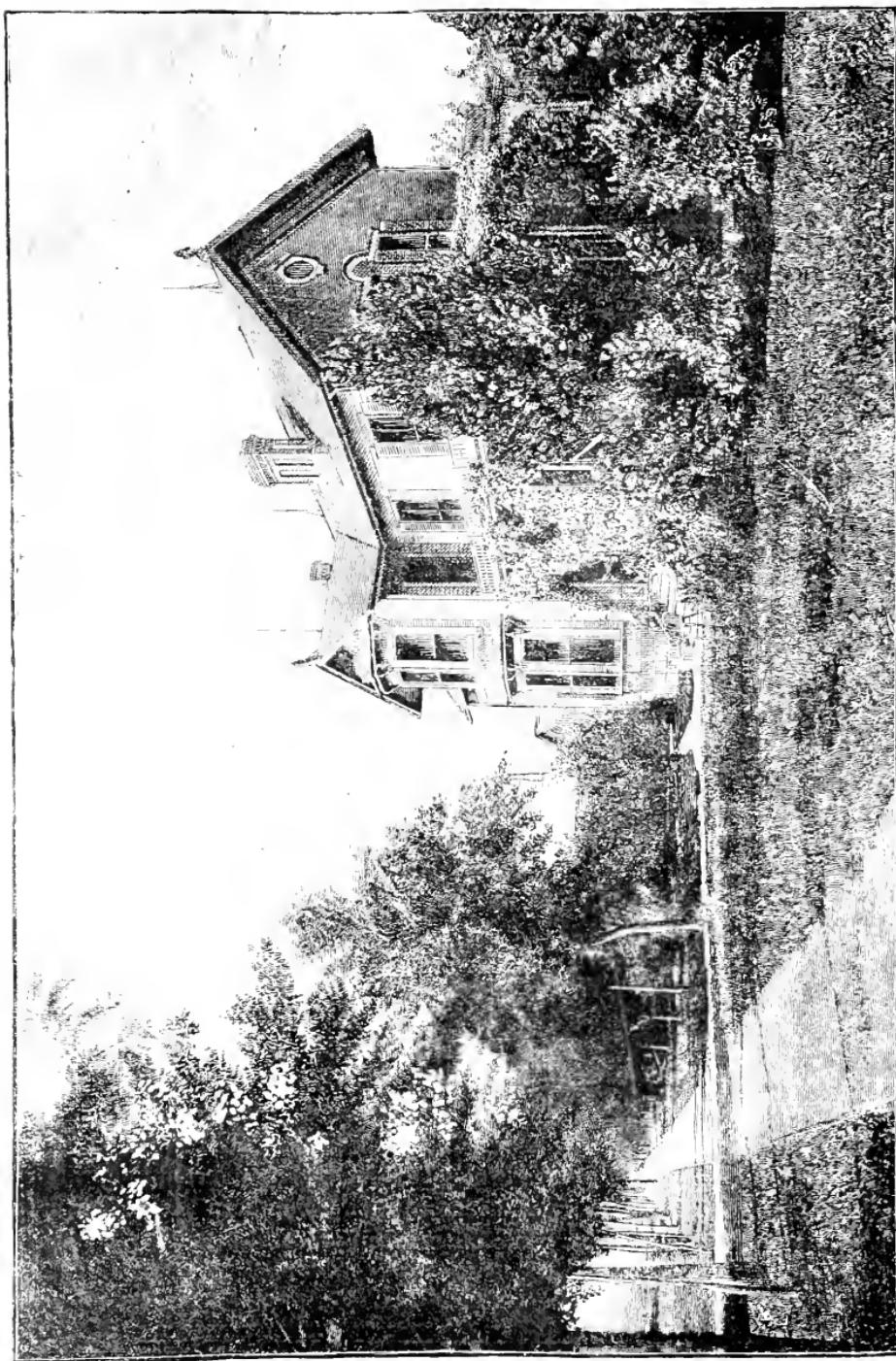
East view of Residence of J. F. LANSING, Real Estate, Loan, and Insurance, Richards Block

traverse the counties of Northern Kansas. They afford a direct route with Chicago, St. Louis, Kansas City, Denver, Cheyenne, and St. Paul, and make direct connection with roads reaching beyond those cities. In addition, the system is being rapidly extended in all sections of Nebraska, Kansas, Colorado, and Wyoming, and it is predicted they will soon build to the Pacific coast and spread their rails over Utah and California, thus giving this city easy access to the entire resources of the great West. The permanent and increasing advantages of the Burlington & Missouri River Railway to Lincoln cannot be overestimated. They practically control the trade in territory west of the Missouri river in which this city holds commercial relations. As their main line runs direct from the East to this, but directly to no other city within the state, and their branch or distributing lines radiate from this, but from no other city within the state, their influence must eventually be concentrated in the prosperity of Lincoln.

The Union Pacific Railroad is also an important railway factor reaching this city. Their lines traverse various sections of this state and Kansas. In addition to giving favorable connection with this territory, they form direct routes to all points in Colorado, Utah, Wyoming, Montana, Nevada, California, and Oregon.

The Missouri Pacific Railway was built to Lincoln about one year ago, and is of vast importance to our business interests. This company is known as the Gould system. They reach Kansas City, St. Louis, Memphis, New Orleans, and principal points in Kansas, Missouri, Arkansas, Texas, and Louisiana, and through their connections all points East and South.

The Fremont, Elkhorn & Missouri Valley is the last railway completed to Lincoln, and was built under the auspices of the Chicago & Northwestern Railway Company. The lines of this interest reach Chicago, Milwaukee, St. Paul, and all principal points in northern Illinois, Wisconsin, Iowa, Minnesota, and Dakota, and is particularly valuable to this city in giving direct connection with the lumber manufacturing districts of Wisconsin. Also the tracks of this company will soon be completed to Deadwood, Dakota, and a projected line will at an early date have direct connection with the Southern Pacific Railway and the Pacific coast, while other extensions will penetrate Utah and Montana.



Residence of J H McMURTRY

PROPOSED RAILROADS.

The commercial importance of Lincoln has reached such magnitude that other railway lines anticipate building here in the near future. The Chicago, Rock Island & Pacific Railway has constructed during the last year considerable mileage in the southern part of the state, and intend making further extensions. Their track is now within 35 miles of Lincoln, and will unquestionably be extended to this city within a very short time. Thence a line will be built connecting with their system in Iowa, thus giving Lincoln another direct Chicago route and additional distributing territory west. The Chicago, Milwaukee & St. Paul Railway is another extensive line that now terminates within fifty miles of Lincoln. It is a very progressive corporation, and will no doubt construct its lines to Lincoln within a reasonable time. The Atchison, Topeka & Santa Fe Railway has expressed an intention of identifying its system with Lincoln and the state of Nebraska by constructing lines at an early date. The Chicago, St. Paul & Kansas City Railway (Diagonal system) is corresponding with Lincoln parties in expectation of making extensions in this direction in the near future.

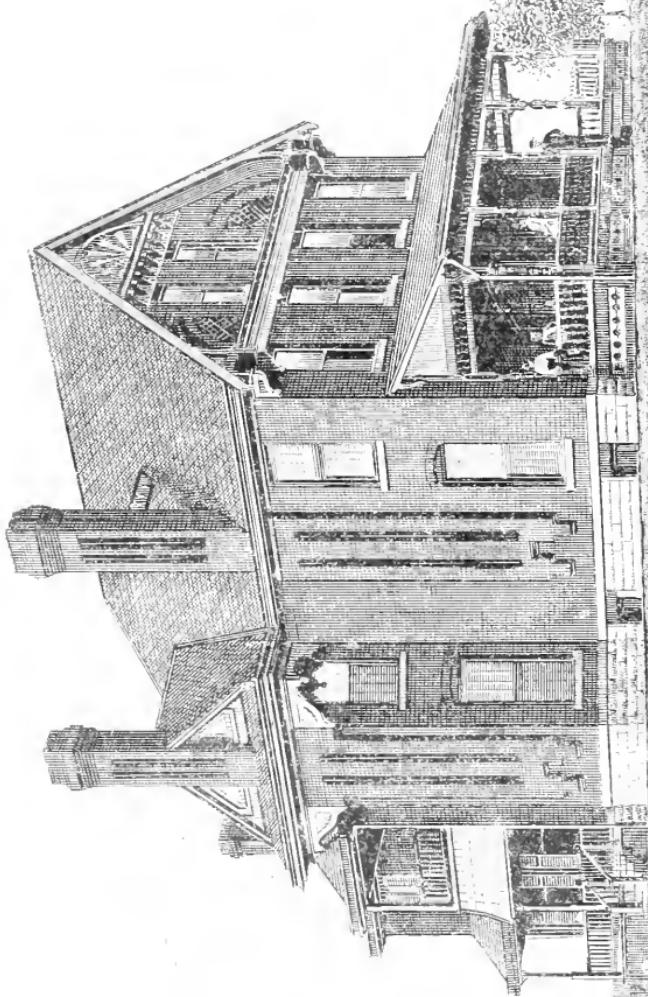
THE BOARD OF TRADE

Is organized under the laws of the state and is composed of the best business men of the city, including all classes.

The object of the organization is to guard closely and carefully all acquired advantages, and to look after and promote accessions that will contribute to the welfare of the city; to furnish thoroughly reliable information relating to the natural and cultivated facilities of Lincoln as a manufacturing and jobbing center, and to induce enterprising parties with capital to engage in various business pursuits that the wants of the trade demand.

THE LINCOLN FREIGHT BUREAU

Is an organization within the Board of Trade, and is composed of the leading jobbers and manufacturers of Lincoln. It is their province to scrutinize railroad rates, to see that charges on all classes of freight to, and distributing rates from, Lincoln are as just and reasonable to the shipping interests as those at other commercial points competing



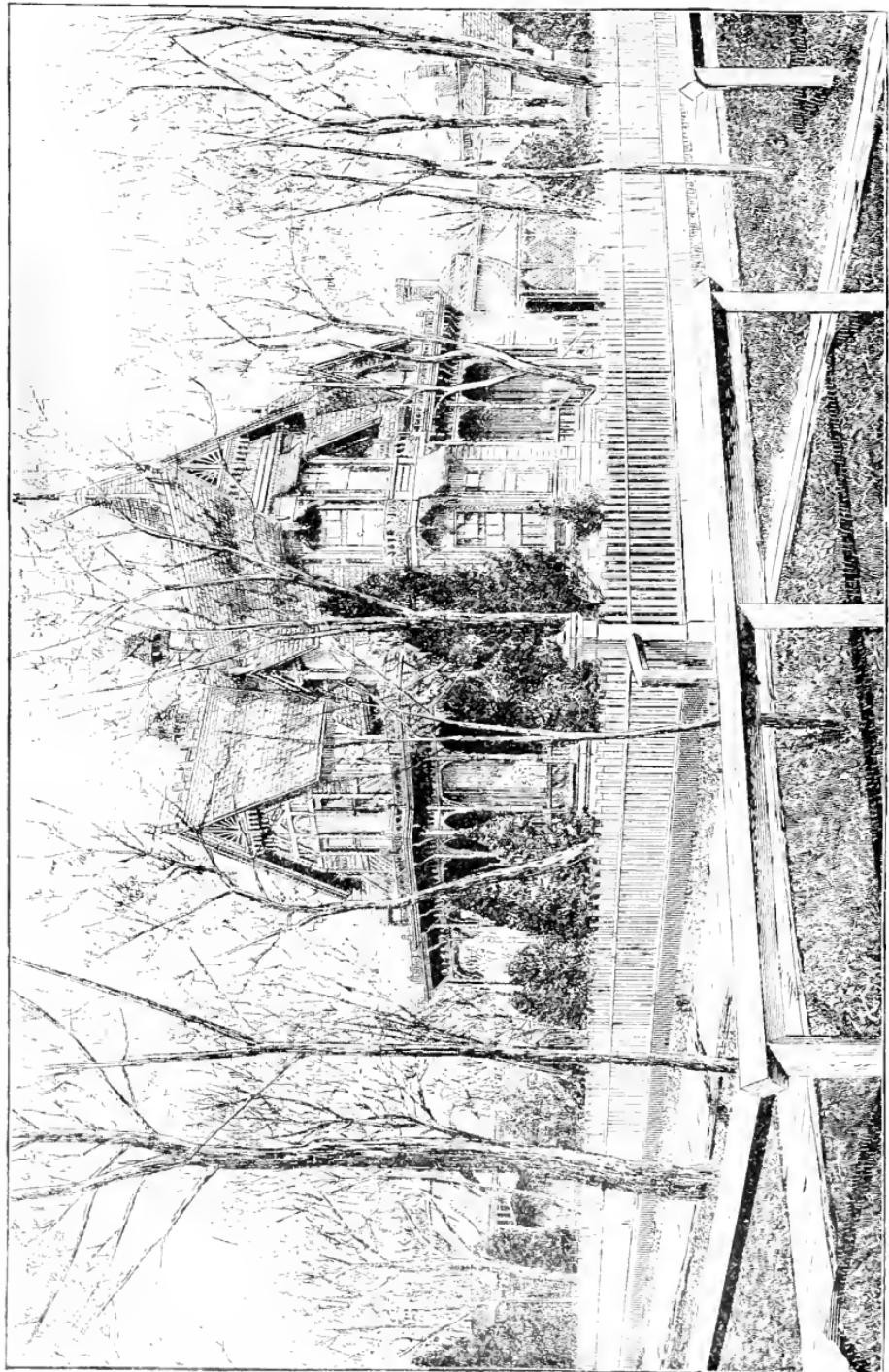
for the same trade. The railway interests of the country are so great and so diversified, and the solicitations so constant and urgent for concessions in favor of certain localities, that a Freight Bureau is a very necessary auxiliary to the prosperity of a commercial city.

BANKS.

There are five National and two Savings Banks in Lincoln, with a capital and surplus of \$1,781,000. The excellence of these banks is a good index to the solidity of the city financially. In addition to those referred to, there are numerous private parties loaning millions of dollars for eastern capitalists, and those desiring to borrow money can always obtain an ample amount at liberal per cent of interest on good real estate or other securities.

WHOLESALE TRADE.

A jobbing and distributing point is based on its opportunities to purchase supplies at all the various markets abroad, its proximity to the retail trade, and in- and out-shipping facilities. This city purchases miscellaneous merchandise at Atlantic seaboard, interior, and Southern cities; also, sugar, teas, canned goods, and fruits from Pacific slope points, and from all these sources has several direct railway lines. In addition they handle largely articles manufactured and produced to advantage at home, such as crackers, canned vegetables, vinegar, etc. This city is near the geographical center of the United States, and is in position, therefore, to gather the products and wares from all sections to advantage, and in this respect is not surpassed by any jobbing center in the country. While Lincoln is not located in the center of Nebraska physically, it is nearer the great producing regions of the state than any city aspiring to control the trade. Two-thirds of the shipments of merchandise distributed within the state originate at or pass directly through Lincoln. The in and out distances based on Lincoln are less than those of any city distributing goods in Nebraska. The cost of goods in the hands of the jobber is the invoice price plus the freight. The principal advantage, therefore, is in the distributing facilities. Herein rests the superiority of this place. It is situated further west than any other jobbing point. Orders for goods are received from the



Residence of F. S. POTVIN

retailer, and the goods in return are received at destination one to three days quicker than if purchased elsewhere. Also, the same rule will apply in case the retailer wishes to visit and to purchase in person. Also, retail business throughout the state is done on small margins and with limited capital. All these conditions will eventually award the distributing trade to this city, as it saves time and money. Again, there is scarcely a town or city in the state but that has direct connection with this point.

Also, the jobbing operations of Lincoln are not confined to Nebraska, but the domain of Kansas, Dakota, Colorado, and the entire great West will afford markets for our energetic merchants. The wholesale trade of this city is in its infancy. There is not a competing point but that was doing a prosperous business before Lincoln had an existence. The most of the operators here commenced as retailers, expanding with the growth of the city and its mercantile demands. Their sales now aggregate millions. They are all prosperous, as their large brick blocks with iron and stone facings, filled with valuable goods, attest.

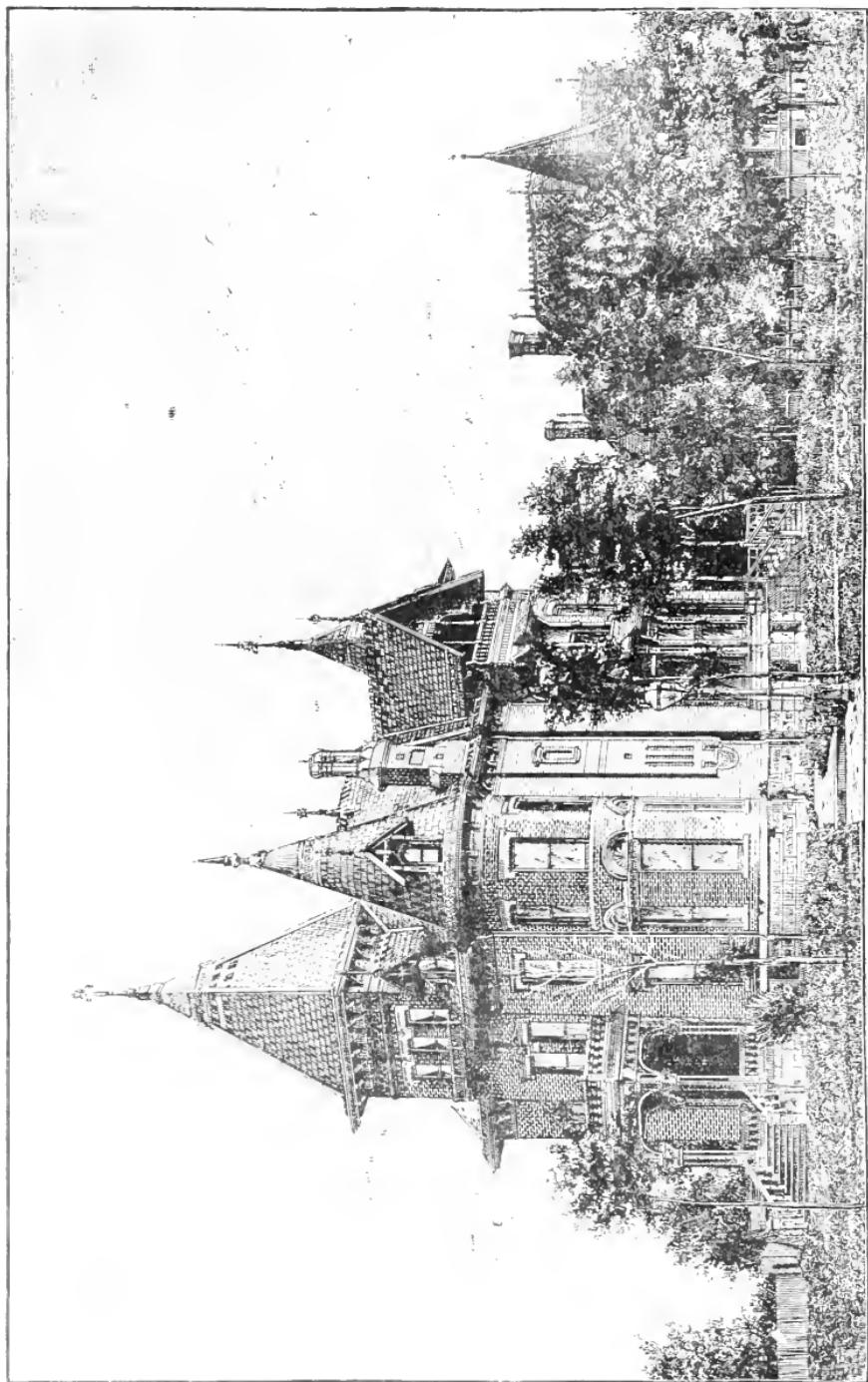
The classes of trade represented are: Groceries, Teas, Spices, Coffees, etc., Dry Goods and Notions, Flour and Feed, Lumber, Coal, Implements, Hardware, Drugs, Furniture, Liquors and Cigars, Confectionery, Harness and Saddlery, Pumps, Pipes, and Iron Fittings, Queensware and Crockery, Paper and Stationery, Stone Dealers, Produce and Commission, and Miscellaneous.

The growth of the country has been rapid in its increase in wealth and population, but there is ample room for additional houses representing all lines in the jobbing trade. A broad, rich field is open, and success is beyond peradventure to those with enterprise and capital who may be so fortunate as to invest.

RETAIL TRADE

Of Lincoln has been uniformly prosperous, and all lines of business are well represented. The growth of the city in buildings and increase in population have been so rapid, however, that commercial interests have not kept equal pace with the rapid strides thus made, and there are now splendid opportunities afforded for those seeking to locate in the various classes of retail trade.

Residence of W W HOLMES

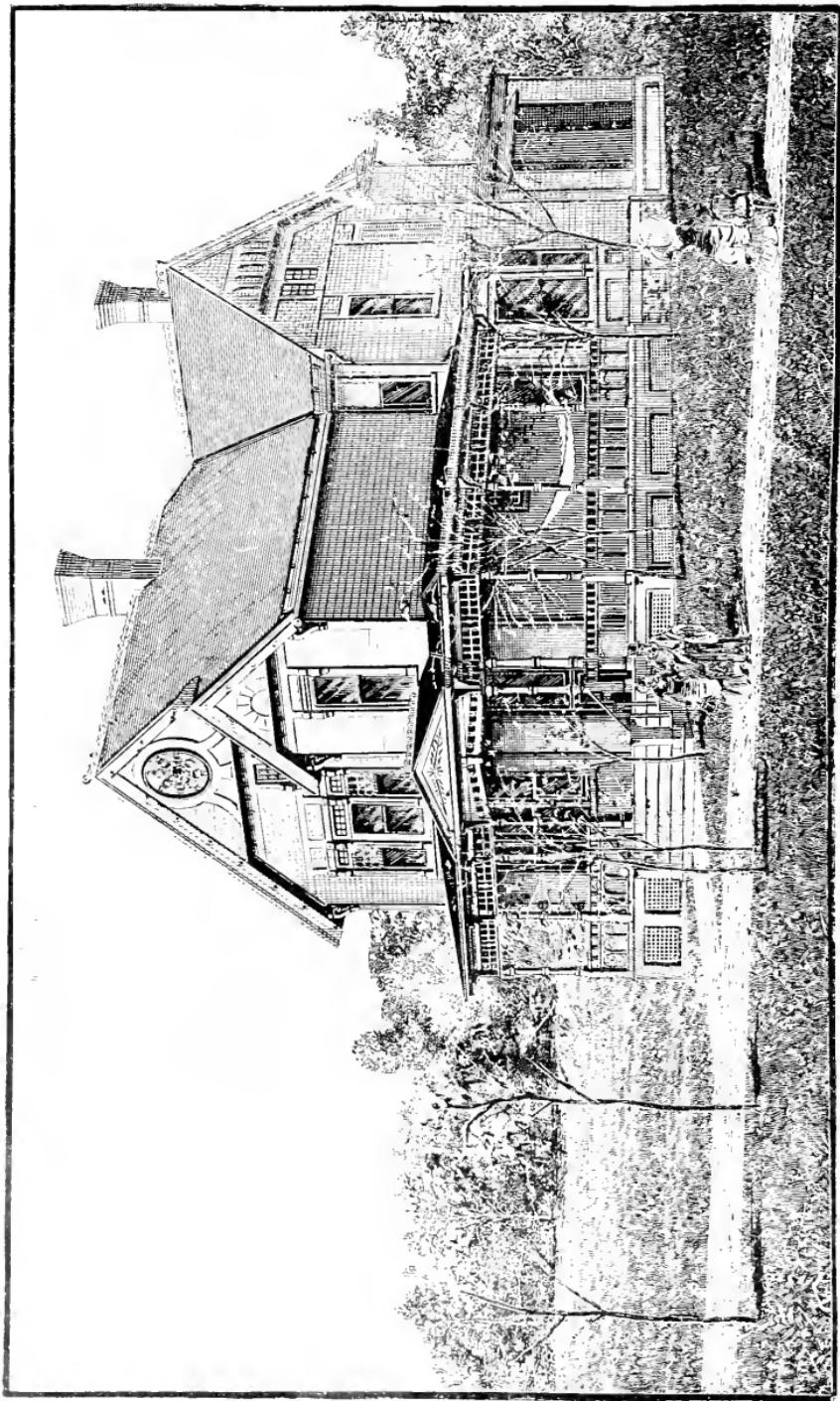


The following is the number of firms engaged in the retail business at present:

72 Groceries.	19 Dry goods.
25 Drugs.	20 Fruit and confectionery.
12 Hardware.	13 Lumber.
9 Implements.	12 Clothing and furnishing goods.
13 Tailoring establishments.	8 Musical instruments.
6 Furniture.	6 Saddlery.
8 Cigars and tobacco.	7 Boots and shoes.
7 Coal and wood.	6 Flour and feed.
6 Stationery.	6 Paints and wall paper.
6 Millinery.	5 Marble dealers.
5 Plumbers.	4 Pumps.
4 Notions.	3 Coal oil.
3 Undertakers.	2 Queensware.

MANUFACTORIES.

The same reasons that demonstrate Lincoln's advantages as a jobbing city apply to manufactories. The purchase of crude material, favorable freight charges on the same, and, finally, the distributing rates, these are the principal conditions on which the success of such enterprises depends. It is true in the progress of all agricultural countries that manufactories develop slowly; they follow after the lands are occupied and the business of the state is fully organized. They are decided on and erected after due deliberation, and are located at the well defined railway and commercial centers. Manufacturing enterprises are just beginning to show a representation in this city, but it is creditable, and they will no doubt grow rapidly. There are already brick and tile works, canning factory, vinegar works, tanning company, three flouring mills, foundries and machine shops, glove and mitten factory, blank-book and office supplies, planing-mills, cornice works, cigars, pottery works, brooms, trunks, stencil and rubber stamps, carriages, artificial stone, harness and saddlery, and agricultural implements; also, investment of capital placed in building additional would prove remunerative with reasonable good management.



Residence of Dr. GEO. H. SIMMONS

A PAPER MILL.

The supply of paper is shipped from eastern states, and subjected to a freight charge of at least twenty-five cents per hundred pounds. Straw can be purchased cheaper at Lincoln than at eastern points; water and lime are available, and coal costs but \$2.50 per ton. The profit is at once apparent.

SOAP WORKS.

The soap consumed is shipped from Chicago and elsewhere, while tallow, grease, fuel, and all the requisites for cheap manufacture are to be found here at low prices.

WAGONS AND AGRICULTURAL IMPLEMENTS

are shipped to all parts of Nebraska from abroad, and very high rates are assessed. There is not an extensive implement factory in the entire West. All such articles as vehicles, machines for farm use, etc., can be constructed as cheap in Lincoln as at eastern points. Hardwood lumber can be purchased in Missouri and Arkansas and shipped direct by Missouri Pacific Railway at very reasonable figures; also iron and coal are cheap.

LINSEED OIL MILL.

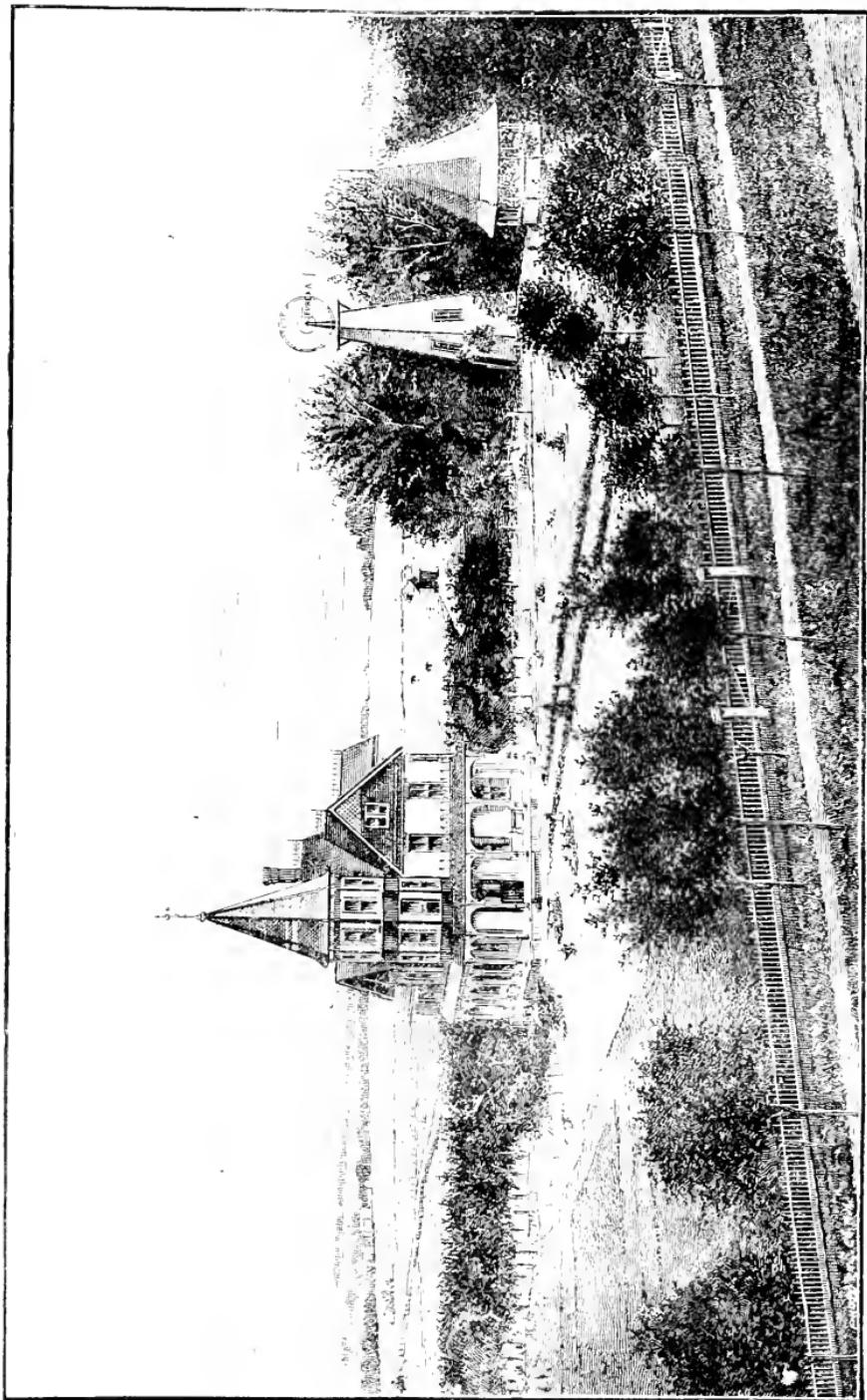
Nebraska grows flax very successfully. It is now shipped to eastern factories and the oil re-shipped to this state. A mill located at Lincoln would save these double freight charges.

WOOLEN MILLS.

Sheep raising is profitable and becoming extensive in this state. The manufacture of woolen cloths, blankets, etc., has been a very great success wherever tried. This is another instance of shipping the product out of the state to be manufactured and then shipping the manufactured article back again for consumption.

WIND MILLS.

There will eventually be a wind mill erected on every farm within the state, besides their extensive use in the towns. They will harness



Residence of W. G. HOUTZ.

up the winds and make them obedient to the will of every household. There is no industry that would be more profitable than their extensive manufacture.

OAT-MEAL MILL.

The oat-meal, pearl barley, and grits consumed in Kansas, Nebraska, and the entire West is shipped from the East, manufactured largely from western products. This enterprise cannot be too strongly recommended.

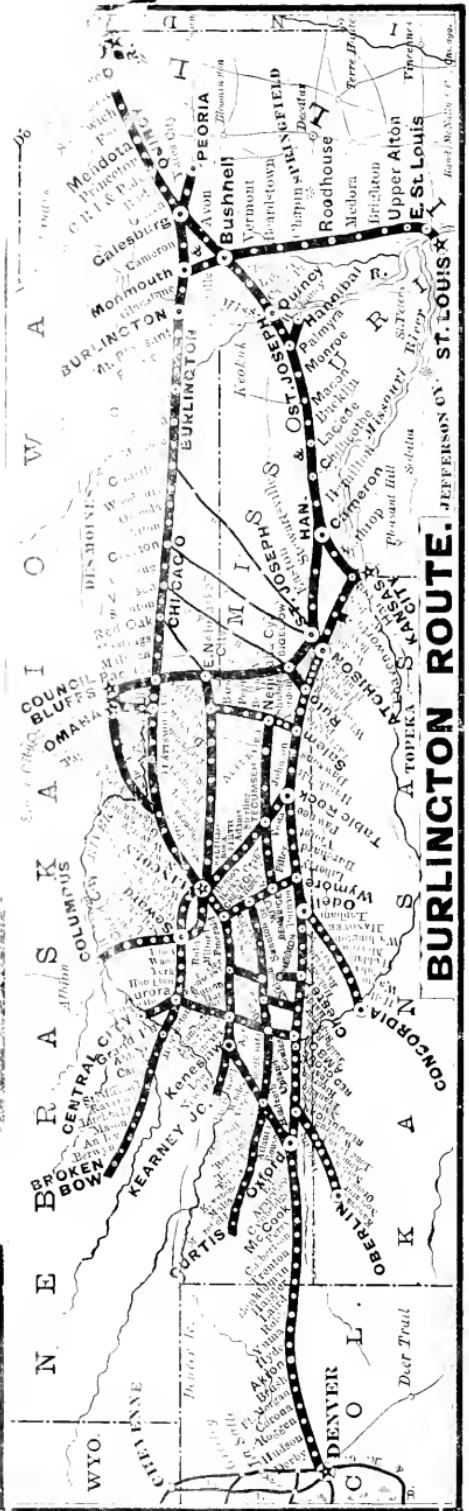
FOUNDRY AND MACHINE SHOP.

While several small enterprises of this class are in operation, extensive works are badly needed. Scrap-iron, rails, etc., in large quantities are shipped East, and iron store fronts are manufactured and shipped West. It is evident this material should be utilized at home.

Besides those mentioned above, there are many other manufacturing industries which could be engaged in most profitably—such as boot and shoe factories, chemical works, candy factories, all kinds of clothing, etc. To entirely satisfy any one desirous of investing money in the establishment of factories in our midst, it is, we feel assured, only necessary to come here and carefully look the field over, and even the most prudent and conservative man of judgment will not fail to recognize the fact that our statements have not been overdrawn, but are literally truthful. We invite the most careful investigation, and will cheerfully abide the result. Lincoln wants these interests, and will do her share in securing them. She has always heretofore, and will continue to pursue a liberal policy toward all enterprises calculated to benefit her and her people.

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RD 1.7 1



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